

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF CITY PLANNING

DRAFT
ENVIRONMENTAL IMPACT REPORT

DRAFT
**PARK HILL
RESIDENTIAL**

82.358E

DOCUMENTS DEPT.

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PUBLICATION DATE: March 25, 1983
PUBLIC HEARING DATE: April 28, 1983
PUBLIC COMMENT PERIOD: March 25, 1983 through
April 28, 1983

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I. SUMMARY

A. PROJECT DESCRIPTION

The project sponsor, Park Hill Associates, proposes to rehabilitate and convert the grounds and buildings of the former St. Joseph's Hospital into a residential use. St. Joseph's hospital was closed in 1979 as part of a citywide plan to consolidate hospital services. The hospital is currently leased by Children's Hospital and used by 60 employees for administrative purposes. The project site is located at 355 Buena Vista Ave. East on Lots 1 and 1A of Assessor's Block 2607. The 2.5-acre (110,000 sq. ft.) project site is situated at the southeast edge of Buena Vista Park, and has frontages on Buena Vista Ave. East and Park Hill Ave. The sponsor's objectives are to adaptively re-use the existing hospital buildings, construct new residential units with parking and landscaping, and realize a reasonable return on investment.

The project would develop a total of 200 units which would be expected to house about 300 to 350 residents. The St. Joseph's Hospital buildings, consisting of a hospital, convent and chapel, would be converted into 153 studio and one- and two-bedroom residential units, a total of about 112,000 net sq. ft. of floor area. New construction would consist of a cluster of four separate structures, ranging from two to four stories (25 ft. to 45 ft. in height). These buildings would contain 47 one- and two-bedroom townhouse units, a total of about 39,000 net sq. ft. of floor area. The new units would be constructed along Park Hill Ave., east of the existing hospital buildings.

On-site parking would be provided for 200 cars in a three-level subsurface garage, constructed underneath the townhouse buildings. Vehicular access to the subsurface garage would be from two driveways on Buena Vista Ave. East. The main ingress/egress would be via a two-way driveway located about 50 ft. from the intersection of Buena

Vista Ave. East and Park Hill Ave. A second vehicle entrance would be located immediately north of the former hospital building (see Figure 2, p. 12). From this entrance cars would pass through an interior driveway to the subsurface garage. There are about 66 on-street parking spaces in front of the hospital building on Buena Vista Ave. East. About 10,000 sq. ft. of private open space would be provided including an inner courtyard and landscaping throughout the interior and around the perimeter of the site.

The project sponsor will request a zoning reclassification from the existing RH-2 (House, Two-Family) Planning Code Use district to a RM-2 (Mixed, Moderate Density) district and will request Conditional Use authorization for a Planned Unit Development (PUD).

B. ENVIRONMENTAL EFFECTS

VISUAL QUALITY AND SHADOWS: (see Section IV, p. 40). The new townhouse construction would obstruct views to the west of the upper slopes of Buena Vista Park, the lower portion of the hospital, and interior portions of the site from both street level and residences north of the bend in Park Hill Ave. The upper portions of the new construction, particularly of the four-story townhouse structures, would be visible as a staggered line of pitched, tile roofs from second and upper stories of residences along Park Hill Ave. Existing and proposed landscaping would partially obscure the facades of the new townhouse structures. The new townhouses structures would cast shadows on Buena Vista Ave. East and part of Buena Vista Park in the mornings (8:00 a.m.) during spring, fall and winter. The new structures would also shade portions of Park Hill Ave. and some residences located on Park Hill Ave. in the afternoons during all seasons.

TRANSPORTATION, CIRCULATION AND PARKING: (see Section IV., p. 52) during the 15-month construction period, truck traffic on local streets would increase by an estimated average of six truck stops (12 trip ends) per day. The peak period of construction truck trips would occur during the one-month excavation and debris-removal period, when a maximum of 35 truck stops (70 trip ends) per day would occur at the project site.

I. Summary

The proposed 200 residential units would generate about 1,400 vehicle person trip ends per day, with about 140 person trips occurring during the p.m. peak hour between 4:00 and 6:00 p.m. The units would generate an increase of about 15 vehicle trips at the Buena Vista Ave. East and Park Hill Ave. intersection during the p.m. peak hour, or about an 8% increase over existing conditions. Increases on Park Hill Ave. attributable to the project would be similar, resulting in up to 40 p.m.-peak-hour vehicle trips in comparison to the 30 trips now occurring there.

Parking demand at the Park Hill Residential project would be at a maximum on week nights when most project residents would be present and some visitor demand would occur. Weekend demand by residents of the project would not typically be as high because some of the residents would be away (but visitor demand would be greater). Surveys conducted at two residential complexes in San Francisco, (Diamond Heights Village and Telegraph Landing) and 56 complexes in the greater Bay Area and Sacramento Valley indicate that parking demand attributable to the project would range from about 200 to about 270 spaces. The proposed on-site parking of 200 spaces, in conjunction with the existing 97 curbside spaces on the Buena Vista Ave. East (66 spaces) and Park Hill Ave. (31 spaces) frontages of the site would accommodate the maximum estimated demand. There could be competition for spaces, and existing residents of Park Hill Ave. might not always be able to park directly in front of or directly across the street from their homes. Should total parking demand of the project be less than 270, the demand could be met by the 200 on-site spaces and the 65 spaces on Buena Vista Ave. East. Even if the total peak weeknight and weekend demand for parking were to be less than or equal to the 200 spaces provided on-site, some curbside parking demand would always occur. Visitors, second cars of some units' occupants, and short-term parking by residents would contribute to a demand for use of curbside spaces.

The site is served by the 37 Corbett. The project would add about 60 persons on the 37 Corbett line during peak hours. This addition is equal to about half of the present unused capacity available on this line during the peak morning and afternoon commute hours.

PARK AND RECREATION FACILITIES: (see Section IV., p. 62) The estimated 300 to 350 residents of the Park Hill project would increase demand for neighborhood park space. Approximately 25% or about 70-80 of the project residents would play tennis on a regular basis. These new tennis players would create additional demand for tennis courts located in the project vicinity. This would increase the waiting time at courts for existing residents, particularly at Buena Vista Park.

ENERGY: (see Section IV., p. 63) About 5 billion Btu (about 33,000 gallons) of fuel (gasoline and diesel) would be used on the site during construction. All space and water heating would be by electricity. The project operation would require about 1.3 million kWh (about 13.3 billion Btu) of electricity annually and no (zero) natural gas. Electrical consumption would rise from about 75,000 kWh per month during the summer to about 160,000 kWh per month during the winter. The total energy budget of the project would be 15 billion Btu, a total increase of about 300% over present energy use on the site.

Project-related vehicle trips would require about 136,000 gallons of gasoline and diesel fuel annually. The total annual transportation demand would be about 19 billion Btu.

GROWTH INDUCTION: (see Section IV., p. 68) The project would increase the residential population on the site by 300 to 350 people, as the site is currently not used for residences.

The development would require a zoning reclassification to RM-2 district from the existing RH-2 district. The overall effect of the proposed zoning reclassification would be to increase the residential unit density on the project site and in the area. The area within approximately 300 ft. of the site is zoned RH-2, RH-3 and RM-1. The average unit density of the project would be about 185% greater than the existing unit density within this radius in the RH-2 district; about 122% greater than in the RH-3 district, and about 8% greater than in the RM-1 district. The project would probably not encourage construction of new residences in the surrounding areas as potential nearby development sites are limited; however, the project could encourage rezoning of nearby vacant lots to higher potential densities.

C. MITIGATION MEASURES (see Section V., p. 70)

Various measures have been identified that would reduce or eliminate potential environmental impacts of the proposed project. The City Planning Commission could include some or all of these measures as conditions of project approval. Mitigation measures which are specific to the project and not required by statutes or laws include:

- Additional landscaping would be planted along Park Hill Ave. to further buffer views of the new development from the surrounding neighborhood and to moderate the institutional look of the existing grounds of the former hospital complex.
- Construction equipment and materials would be stored on site rather than on the street, thereby eliminating potential line-of-sight hazards for drivers and reducing interference with neighborhood parking.
- The contractor would be required to wet down haul truck loads leaving the site during the one month of excavation and grading activities to mitigate dust generation and potential spills along haul routes.
- On-site open space (consisting of garden landscaping, footpaths and sitting areas), a private indoor health club and a sundeck, would be provided to help meet demand for recreation facilities on site.
- The sponsor would install multiple trash bins in place of single units to encourage source separation of recyclable materials.

D. ALTERNATIVES TO THE PROPOSED PROJECT (see Section IX., p. 77)

ALTERNATIVE A - Demolition of Existing Buildings and Subdivision (no special approval required). This alternative would demolish the St. Joseph's Hospital complex and subdivide the entire 2.5-acre site into 44 lots of 2,500 sq. ft. each. Construction of a two-family dwelling structure on each lot would provide a total of 88 units, 112 units fewer than would be developed by the project. This alternative would comply with the present RH-2 Planning Code Use (Zoning) district. As required by Section 151 of the City Planning Code, a minimum of one parking space would be provided for each unit, or two spaces per structure.

Impacts associated with this alternative include loss of the St. Joseph's Hospital complex outline from the City skyline and reduction of existing shadows on Buena Vista Park and Park Hill Ave. residences. This alternative would generate about 55% fewer vehicle trips than those generated by the project. Total parking demand for Alternative A would be about 90 to 120 spaces. These spaces could be provided by the 88 on-site parking spaces and 66 curbside spaces on Buena Vista Ave. East along the site frontage. Demand for park and open space would be about 55% less than for the proposed project. About 40 to 45 fewer tennis players would be generated by Alternative A than by the project. This alternative would require about 55% less energy annually than would the project. The unit density of Alternative A would be 35 units per acre, as compared to the project density of 80 units per acre. This alternative would forego the opportunity to develop 112 units of housing in the City when compared to the project.

ALTERNATIVE B - Use of Only Existing Buildings (two parking spaces per unit). In this alternative the existing hospital and convent building would be refurbished and contain a total of 109 units; no new construction of residential units would occur along Park Hill Ave. Alternative B would provide two on-site parking spaces (218 spaces) for each residential unit. The 220 spaces would be 100% more than the minimum number of spaces per unit required by Section 151 of the City Planning Code. The 109 additional spaces would require a Conditional Use authorization (Section 157 of the City Planning Code). The existing chapel building would be retained (not converted to residences) and could be used as a private community room by residents of the Park Hill project.

The 218 parking spaces would be developed along Park Hill Ave., in the area proposed in the project for new construction. The parking would be constructed on three levels, one surface level and two subsurface levels.

Alternative B would require a Conditional Use authorization for a Planned Unit Development (PUD). This would allow development of 109 units, 21 to 36 units more than would be allowed in an RH-2 district without a PUD (73-88 units).

Visual impacts of this alternative would be similar to those of the proposed project in that the hospital, convent and chapel would be retained and refurbished, and different in that no new residential construction would be located on Park Hill Ave. Vehicle trip and transit impacts associated with Alternative B would be 45% less than those for the

proposed project. Total parking demand would be for about 110 to 150 spaces, as compared to total project demand of 200 to 270 spaces. Alternative B would result in minimal use of curbside parking by residents and their guests. The demand for park and recreation facilities would be 45% less than for the proposed project as there would be fewer residents and tennis players generated by Alternative B than by the project. Energy requirements would be about 45% less than project energy requirements. In Alternative B, the unit density would be about 45 units per acre, 35 units fewer per acre than would be developed in the proposed project.

ALTERNATIVE C - Use of Existing Buildings and Reduced-Scale New Construction. This alternative would provide a total of 182 units. As with the project, a total of 153 units would be developed in the hospital, convent, and chapel buildings. However, new construction along Park Hill Ave. would be about 30 units, 17 fewer than proposed by the project. Alternative C would require a zoning reclassification from an RH-2 to an RM-1 district and a Conditional Use authorization for a Planned Unit Development (PUD) to allow an additional density of about 45 units. Alternative C would provide one parking space per unit, a total of 182 spaces. Parking would be located under the new construction in three subsurface levels. Site ingress and egress would be similar to that of the proposed project.

Visual impacts of this alternative would be similar to those of the proposed project; however, there would be less new construction along Park Hill Ave. Traffic and parking demand would be about 10% less for this alternative than for the project. Demand for park and open space would be about 10% less than for the proposed project. This alternative would generate about 65 to 75 new tennis players; for comparison the project would generate about 70 to 80 new players. Energy requirements would be about 10% less than those for the project. Alternative C would develop about 75 units per acre, as compared to the project development of 80 units per acre.

ALTERNATIVE D - No-Project Alternative. This alternative would retain existing conditions at the project site. It would also preserve options for future development of the site, including reinstatement of a hospital use. The convent and chapel could be used for ancillary hospital buildings.

I. Summary

If existing conditions were to remain, the visual appearance of the site would not change. The 60 employees of Children's Hospital would continue to work on the site and create a traffic and parking demand. The no-project alternative would not raise the demand for park and recreation facilities in the area, and the energy requirements would be unchanged from those described in the Setting section, pp. 35 - 39.

If the hospital were returned to full medical operation, the traffic generation would be about 200% greater than that of the proposed project. This alternative would not change the visual appearance of the existing buildings, nor would it involve any additional construction. Returning the site to hospital use would not create any additional demand for park or recreation facilities in the project vicinity. Resinstitution of a hospital use would require about 300% more at-source energy than would the proposed project.

II. PROJECT DESCRIPTION

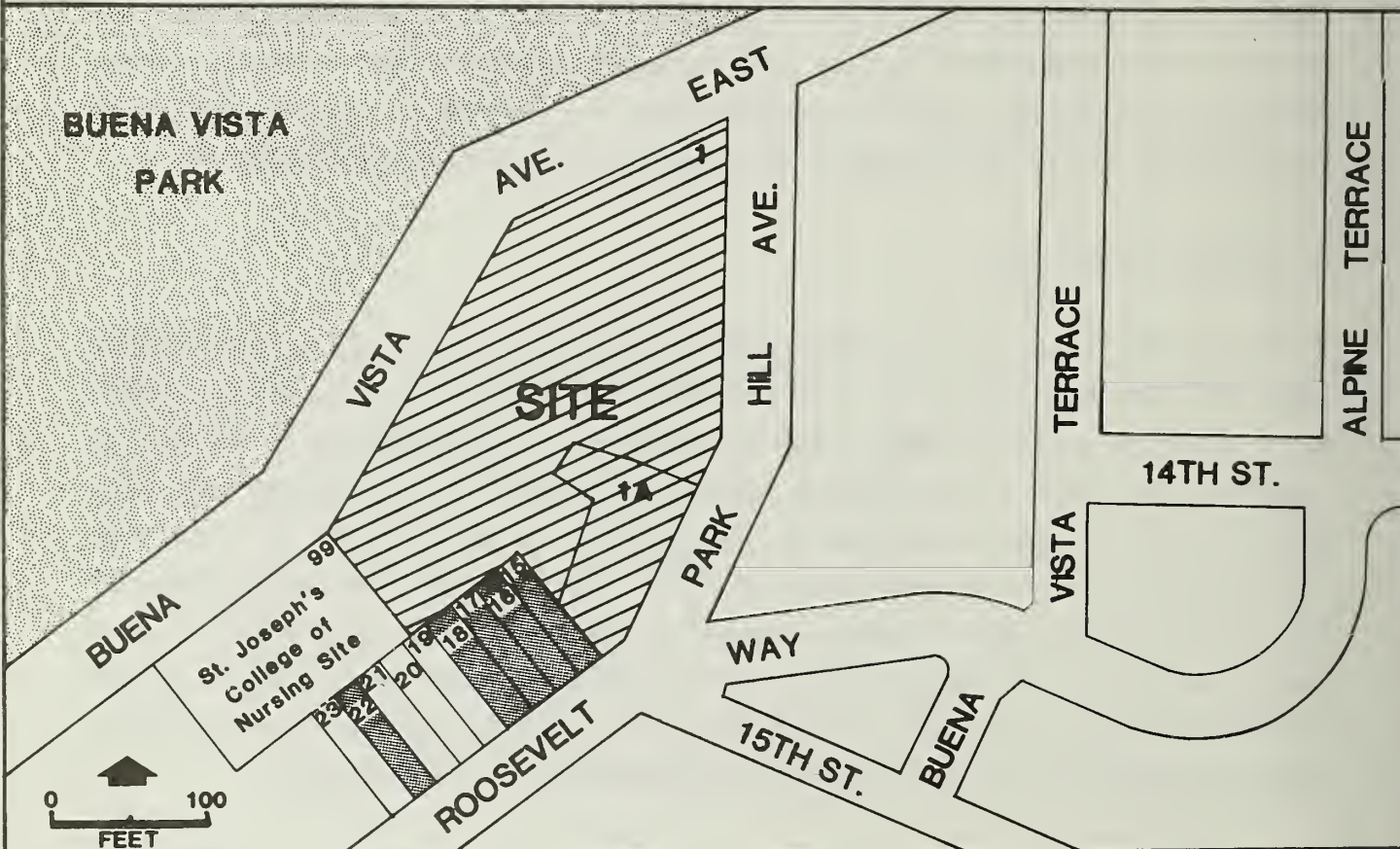
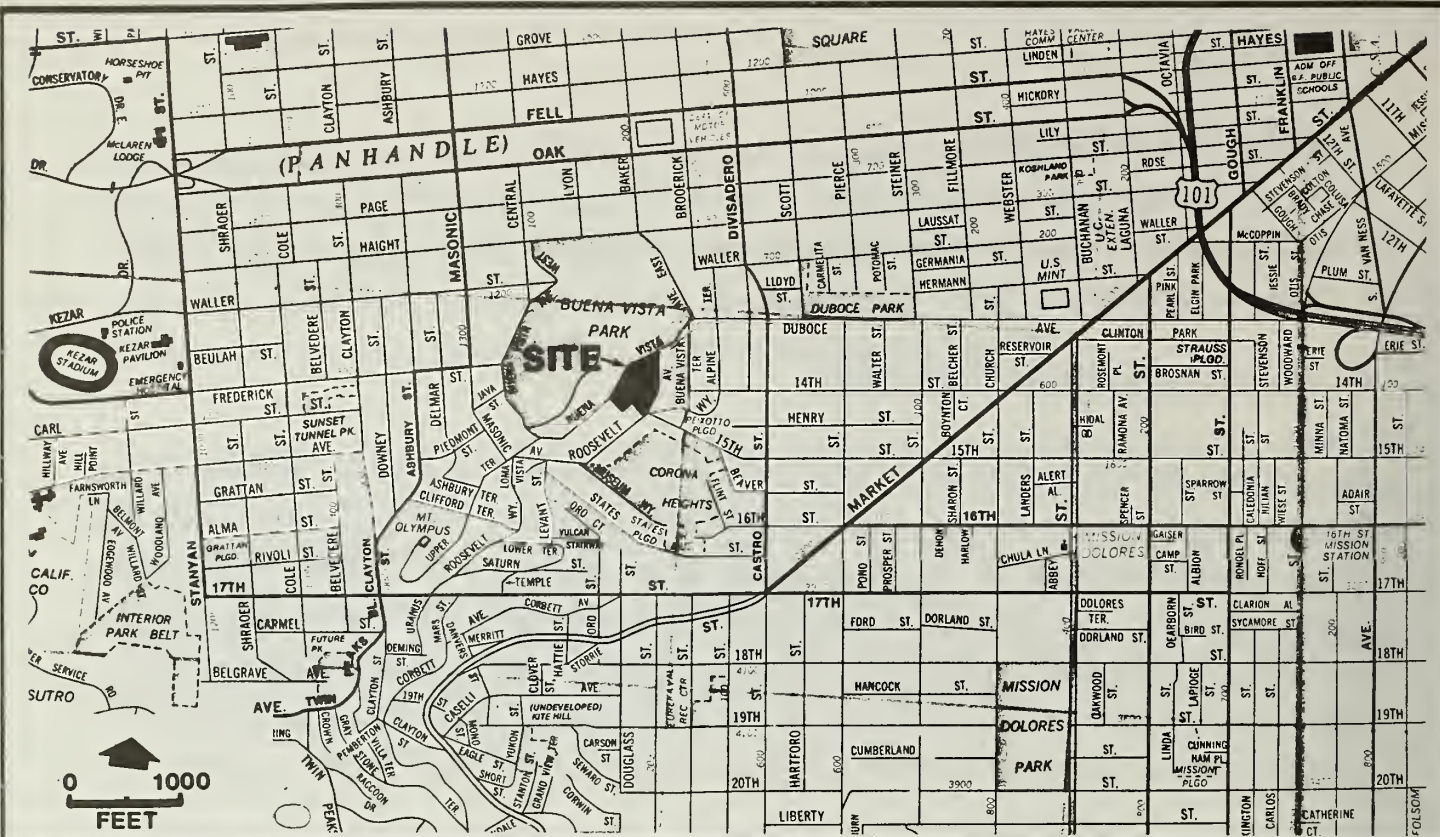
A. PROJECT SPONSOR'S OBJECTIVES

The project sponsor is Park Hill Associates, a joint-venture partnership of Prometheus Development Company and the Aspen Group West, Inc. Park Hill Associates propose to rehabilitate and convert the grounds and buildings of the former St. Joseph's Hospital into a residential use. The sponsor's objectives are to adaptively re-use the existing hospital buildings, construct new residential units with parking and landscaping, and realize a reasonable return on investment. The new construction is intended to complement the existing hospital buildings architecturally and to respect the scale of nearby residences.

Project development is proposed at the present time instead of preserving future site options to stop deterioration of the existing hospital complex, and to respond to the demand in the City for additional housing which is evidenced by the historically low vacancy rates. The project architect is Kaplan/McLaughlin/Diaz of San Francisco.

B. PROJECT LOCATION

The project site is located at 355 Buena Vista Ave. East on Lots 1 and 1A of Assessor's Block 2607 (see Figure 1, p. 10). The 2.5-acre (110,000 sq. ft.) project site is situated across from the southeast edge of Buena Vista Park, and has frontages on Buena Vista Ave. East and Park Hill Ave. Existing site buildings are located along Buena Vista Ave. East and Park Hill Ave. and within the interior of the site; new construction would be located parallel to, but set back from, Park Hill Ave. Park Hill Ave. ascends from an elevation of 340 ft. (San Francisco Datum) at its intersection with Roosevelt Way (southeast corner of the site) to 390 ft. at its intersection with Buena Vista Ave. East (northeast corner of the site). Buena Vista Ave. East ascends from 390 ft. at its intersection with Park Hill Ave. to 430 ft. at the northwest corner of the site.



1, 1A etc. Assessor's Lot Nos.



Vacant Lots

SOURCE: Environmental Science Associates, Inc.

FIGURE 1: Project Site and Vicinity

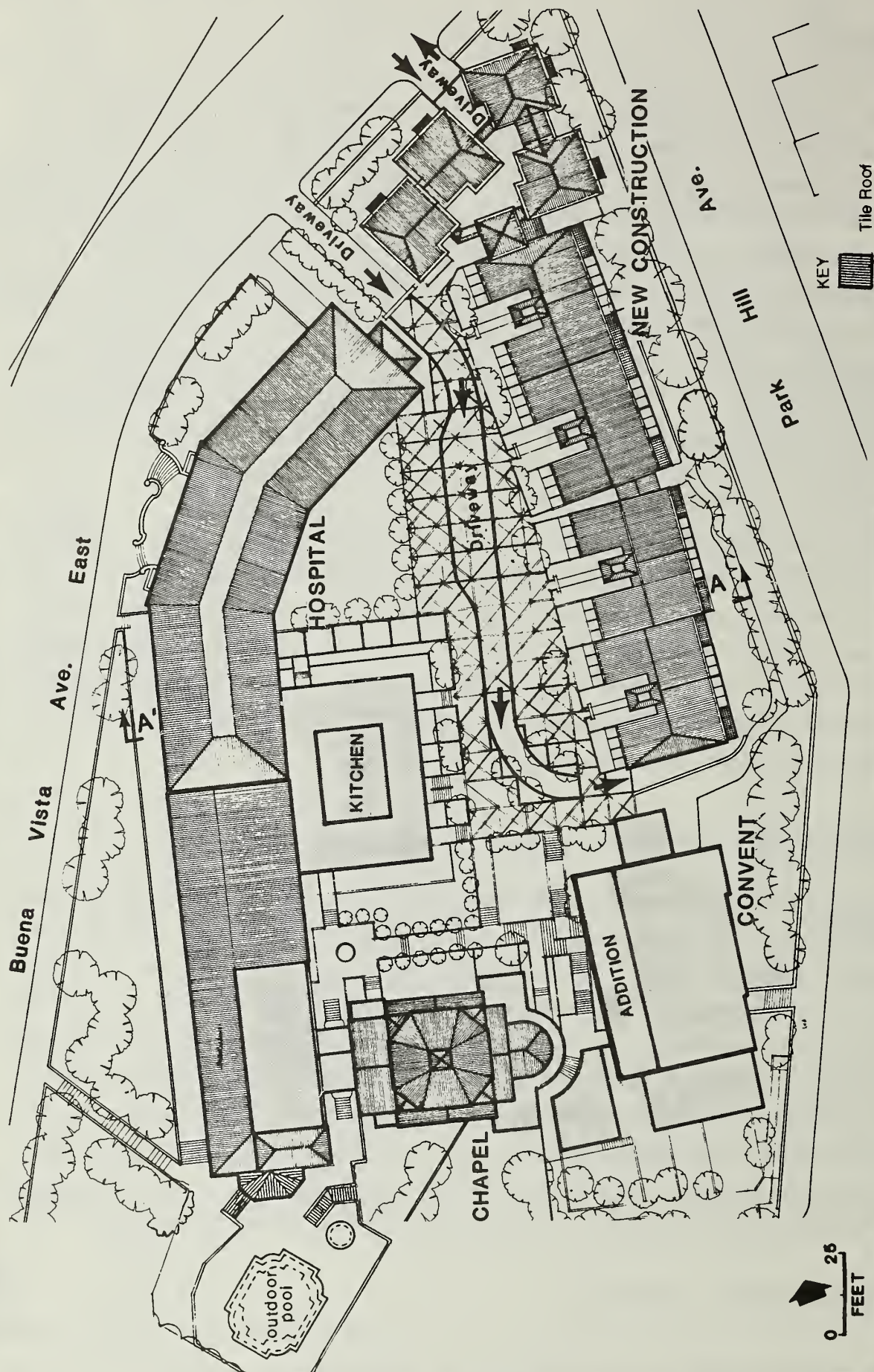
C. SITE HISTORY

St. Joseph's Hospital was founded in 1889. The existing hospital complex was built between 1920 and 1928; it consists of a hospital, a convent and a chapel. In 1979 the hospital was closed, in conformity with a citywide plan to consolidate hospital services. The project would retain all existing buildings on site. New construction would occur on what is now a parking lot, the site of a hospital building that was demolished in 1926. The project sponsor has applied for the St. Joseph's Hospital complex buildings to be certified as historic structures and placed on the National Register of Historic Places. Such designation could, under certain conditions, entitle the sponsor to tax credits under the 1981 Economic Recovery Tax Act. The State Historical Resources Commission has approved the nomination and forwarded it to Washington D.C. for consideration by federal agencies.

Southwest of the hospital building is the four-story St. Joseph's College of Nursing building (Lot 99 and 23 of Assessor's Block 2607). On November 4, 1982, the City Planning Commission approved a project that would remodel the College of Nursing building into a 60-unit bed and care facility (catering to people who need special short-term care after having been released from hospitals) with 11,800 gross (9,800 net) sq. ft. of ancillary medical office space. The College of Nursing is not included in the project site or the project sponsor's interests.

D. PROJECT CHARACTERISTICS

The project would develop a total of 200 units (see Figures 2 and 3, pp. 12 and 13). The St. Joseph's Hospital buildings would be converted into 153 studio and one- and two-bedroom residential units, a total of about 112,000 net sq. ft. of floor area (see Appendix B, p. 125 for a detailed description of the proposed bedroom mix of the project). The six-story hospital building and kitchen unit would contain 112 units, the six-story convent building 34 units, and the chapel seven units (see Figures 4, 5, and 6, pp. 14-16). New construction would be added to the west side of the convent building for seismic reinforcement (see Figure 5, p. 15). The exteriors of the three buildings would remain essentially the same, although some of the windows would be enlarged and some balconies would be added, if feasible, to improve the amenities for residential uses.



A — A' Approximate Location of Cross Section (Refer to Figure 8)

SOURCE: Kaplan/McLaughlin/Diaz

FIGURE 2: Site Plan

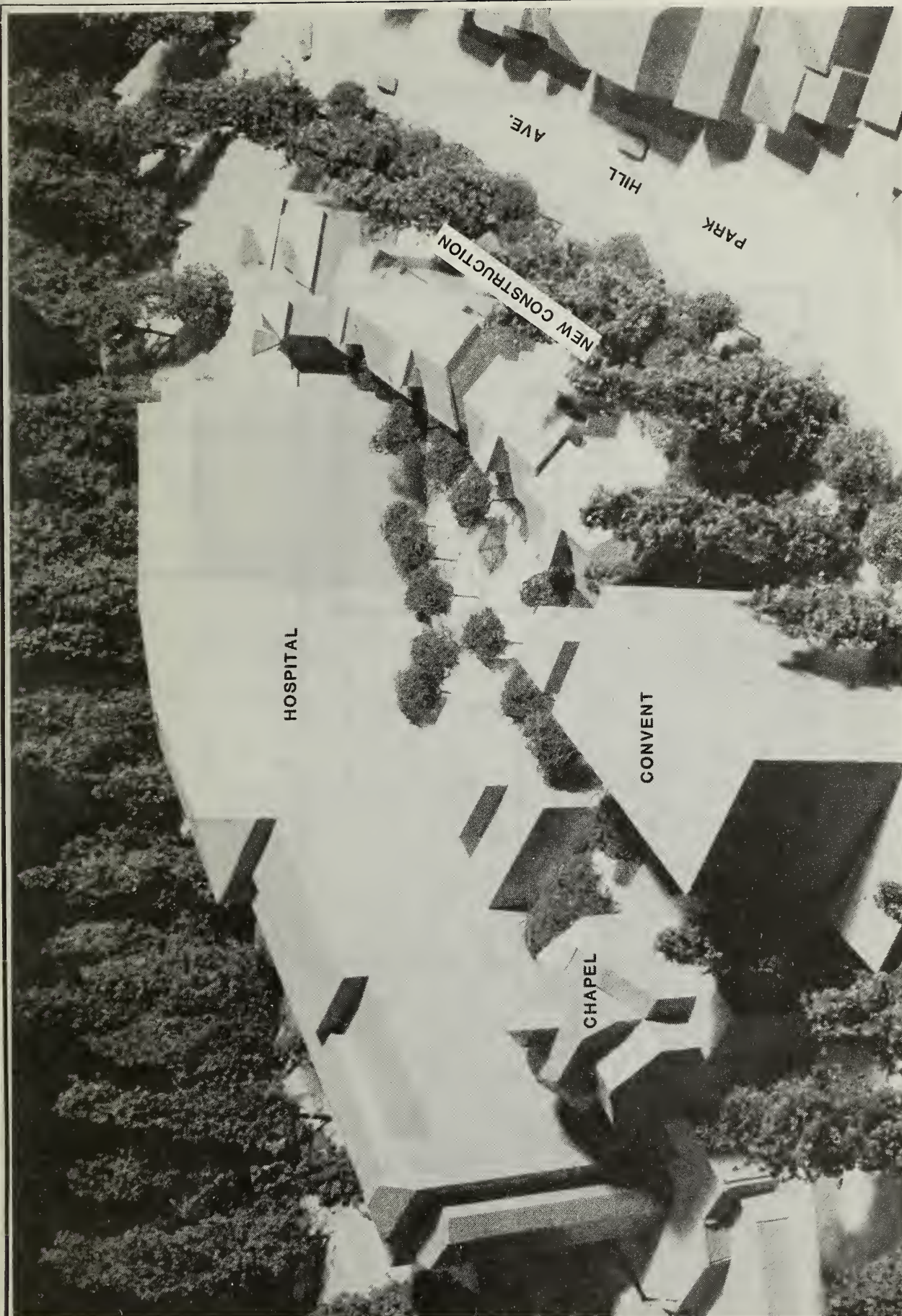
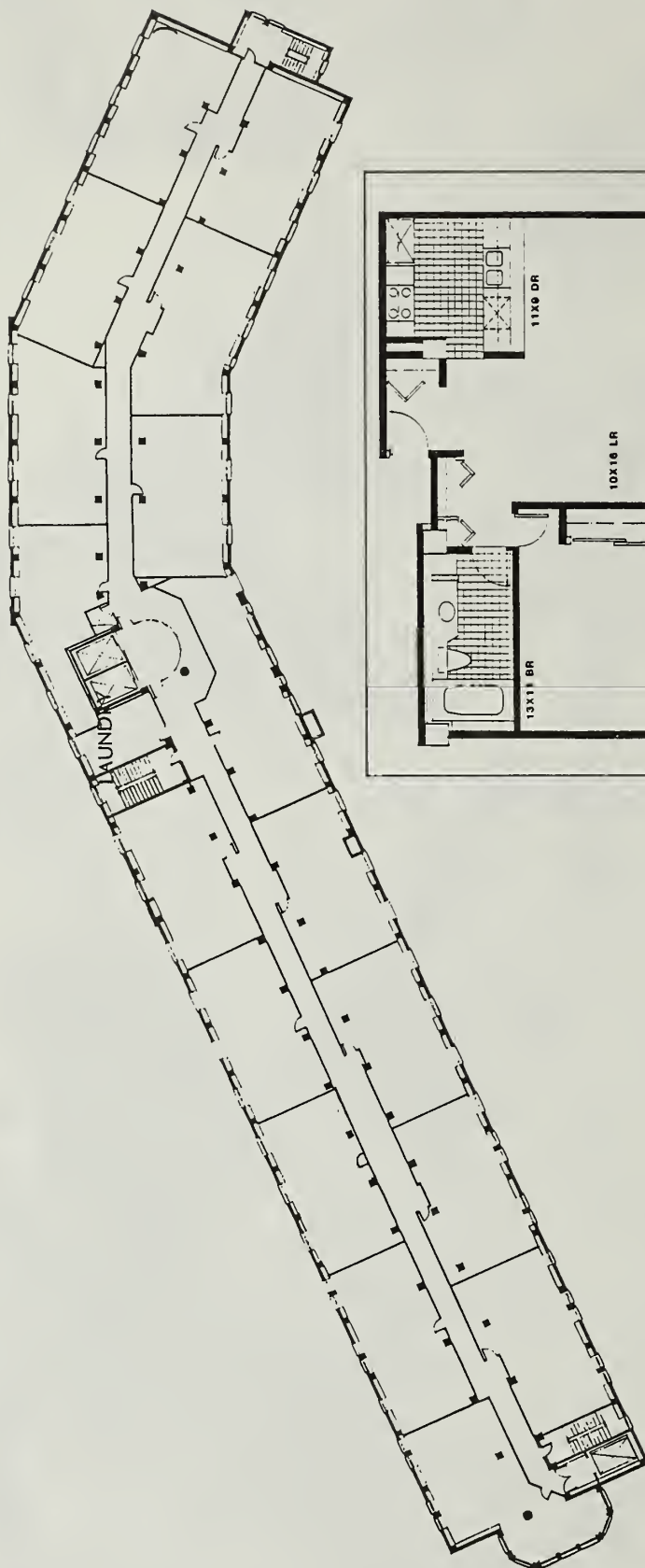


FIGURE 3: Photograph of Project Model
Looking Northwest

SOURCE: Kaplan/McLaughlin/Diaz



UNIT A
1 BEDROOM FLAT
1 BATH
690 S.F.

Typical Unit Plan
(not to scale)

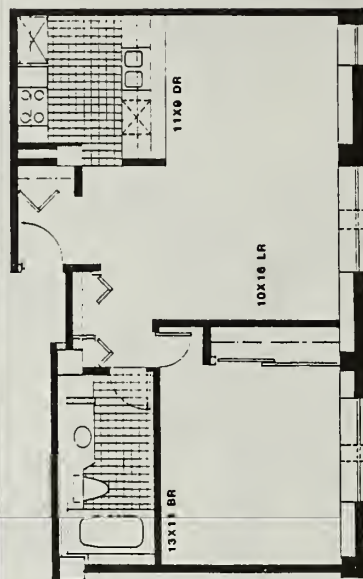


FIGURE 4: Hospital Building Typical Floor (Floors 2-5)

SOURCE: Kaplan/McLaughlin/Diaz

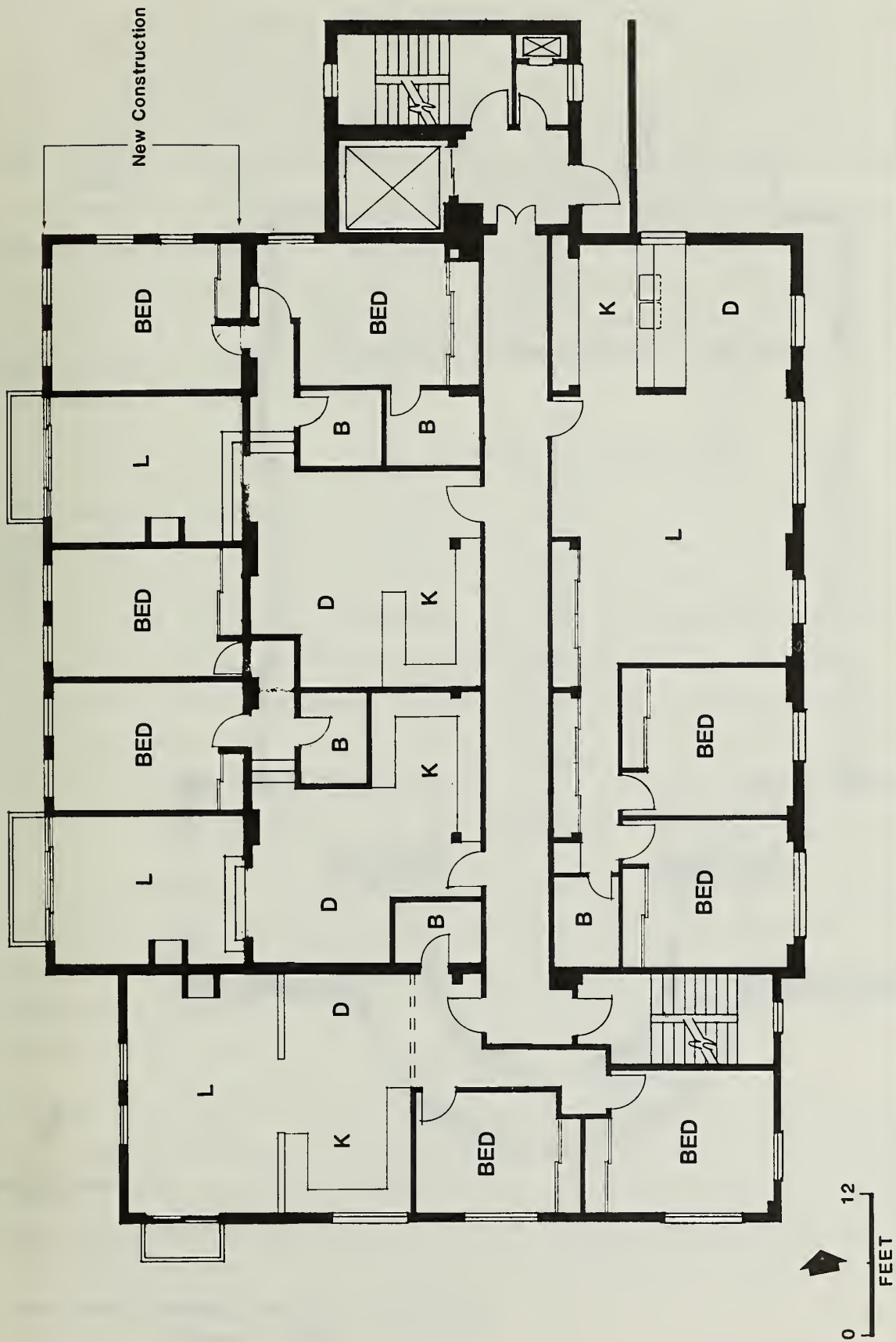


FIGURE 5: Convent Building Floor Plan (Typical Upper Floor)

SOURCE: Kaplan/McLaughlin/Diaz

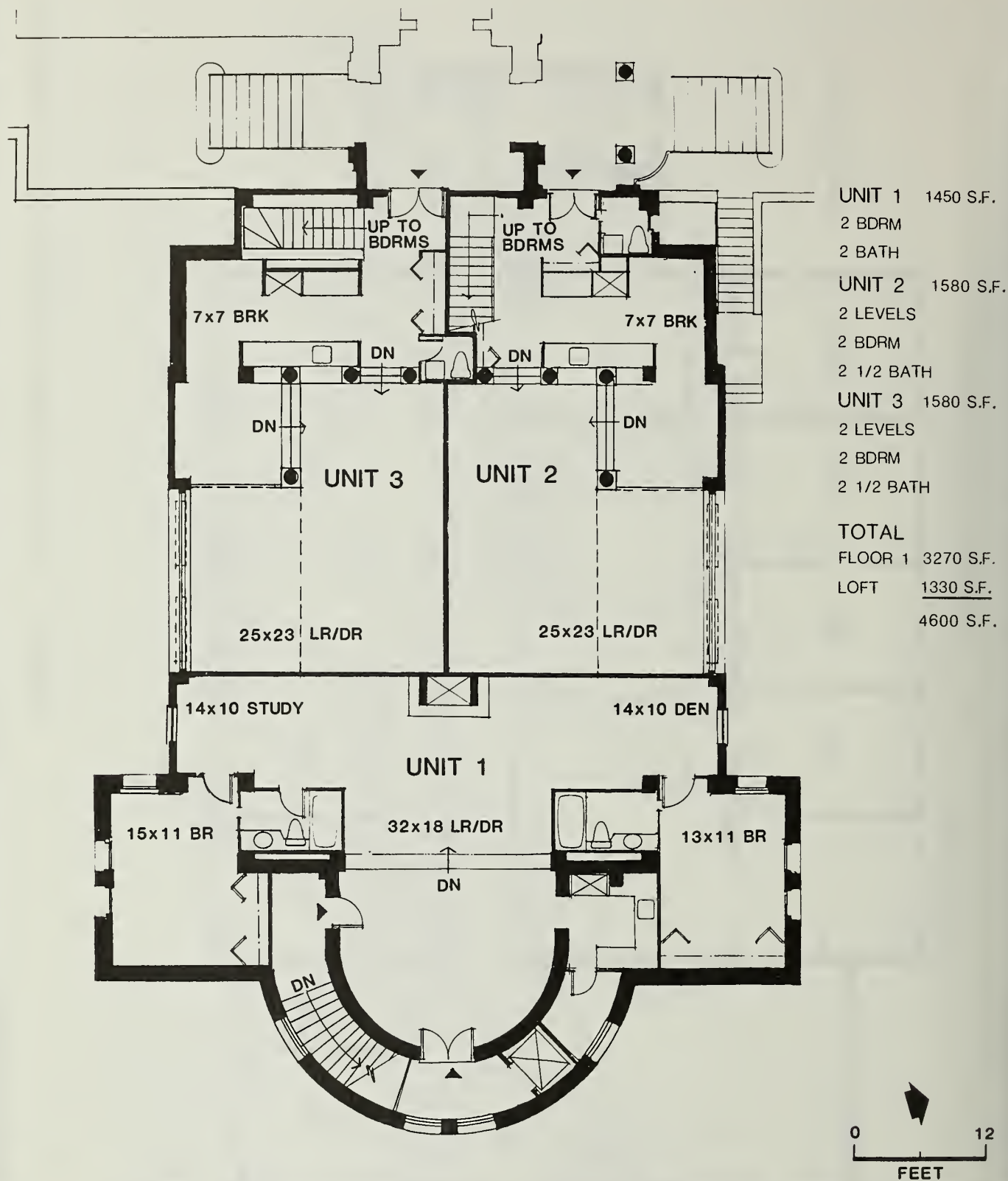


FIGURE 6: Chapel Building Floor Plan
 (Entry Level)

SOURCE: Kaplan/McLaughlin/Diaz

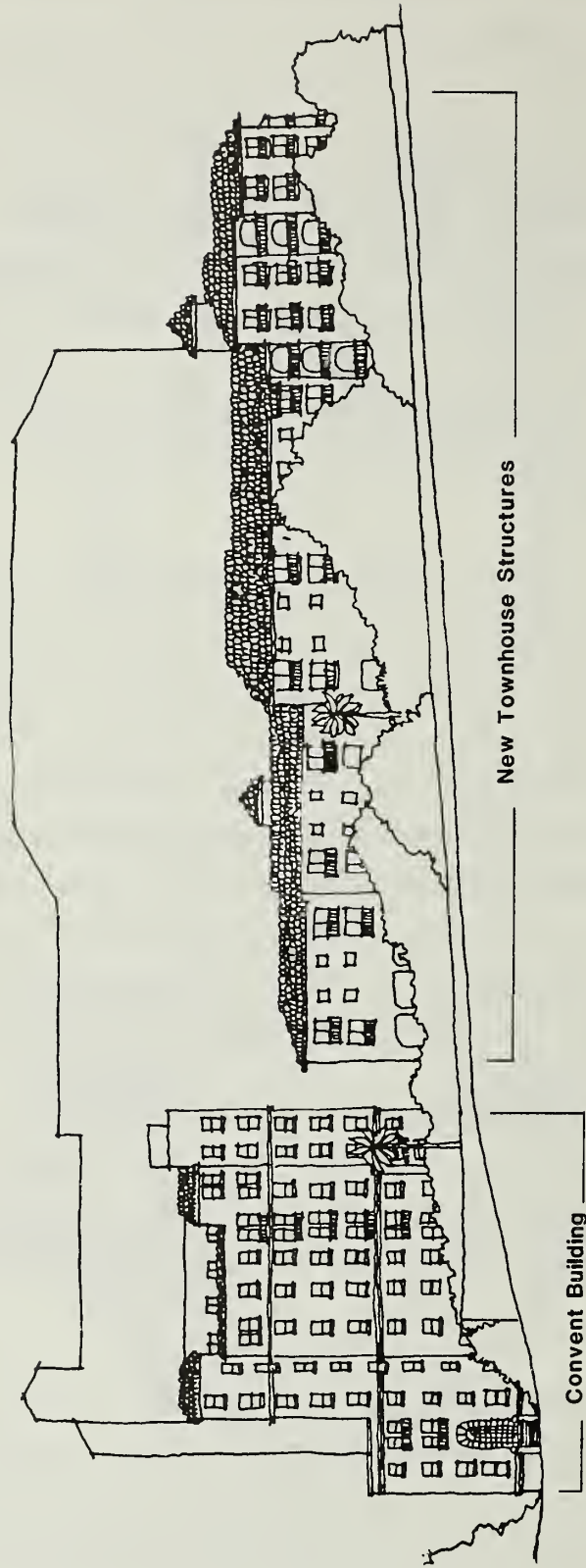
II. Project Description

New construction would consist of a cluster of four separate structures, ranging from two to four stories in height. These buildings would contain 47 one- and two-bedroom townhouse units, a total of about 39,000 net sq. ft. of floor area. The new units would be constructed along Park Hill Ave., northeast of the hospital buildings (see Figure 7, p. 18). These buildings would increase in height from two to four stories in a northern direction. The two-story, 24-ft.-high townhouse structures would be situated along the lower portion of the Park Hill Ave. frontage of the site. The four-story, 44-ft.-high structure would be located at the upper end of Park Hill Ave., near its intersection with Buena Vista Ave. East (see Figure 8, p. 19). The design of the new construction is intended by the project architect to complement the architectural style of the existing hospital buildings. The townhouse design would incorporate scale, texture, color and windows similar to those of the hospital complex buildings.

On-site parking would be provided in a three-level subsurface garage, constructed underneath the townhouse buildings (see Figures 9, 10, and 11, pp. 20- 22). Vehicular access to the subsurface garage would be from two driveways on Buena Vista Ave. East. The main ingress/egress would be via a two-way driveway located about 50 ft. from the intersection of Buena Vista Ave. East and Park Hill Ave. A second vehicle entrance would be located immediately north of the former hospital building (see Figure 2, p. 12). From this entrance vehicles would pass through an interior driveway to a ramp leading to the subsurface garage. The interior driveway would be decoratively paved and landscaped, and would include a passenger waiting area. As only one-way access would be provided by this driveway, it is intended for short-term passenger dropoff or pickup.

The subsurface garage would contain 200 self-park spaces, one per unit. There are about 66 on-street parking spaces located on Buena Vista Ave. East immediately in front of the hospital building. These spaces are currently used during the day by administrative employees of Children's Hospital who work (temporarily) in the hospital building, and at night by nearby residents.

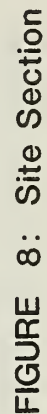
Exclusive of the interior driveway, approximately 10,000 sq. ft. of private useable open space would be provided. Private open space would include an interior courtyard and terraced gardens that would blend decorative paving, retaining walls and stairs with dense planting (see Figures 2 and 3, pp. 12 and 13). Landscaped terraces would step down from the hospital building to the landscaped frontage along Park Hill Ave. The project



0 25
FEET

FIGURE 7: East Elevation (Facing Park Hill Ave.)

SOURCE: Kaplan/McLaughlin/Diaz



SOURCE: Kaplan/McLaughlin/Diaz

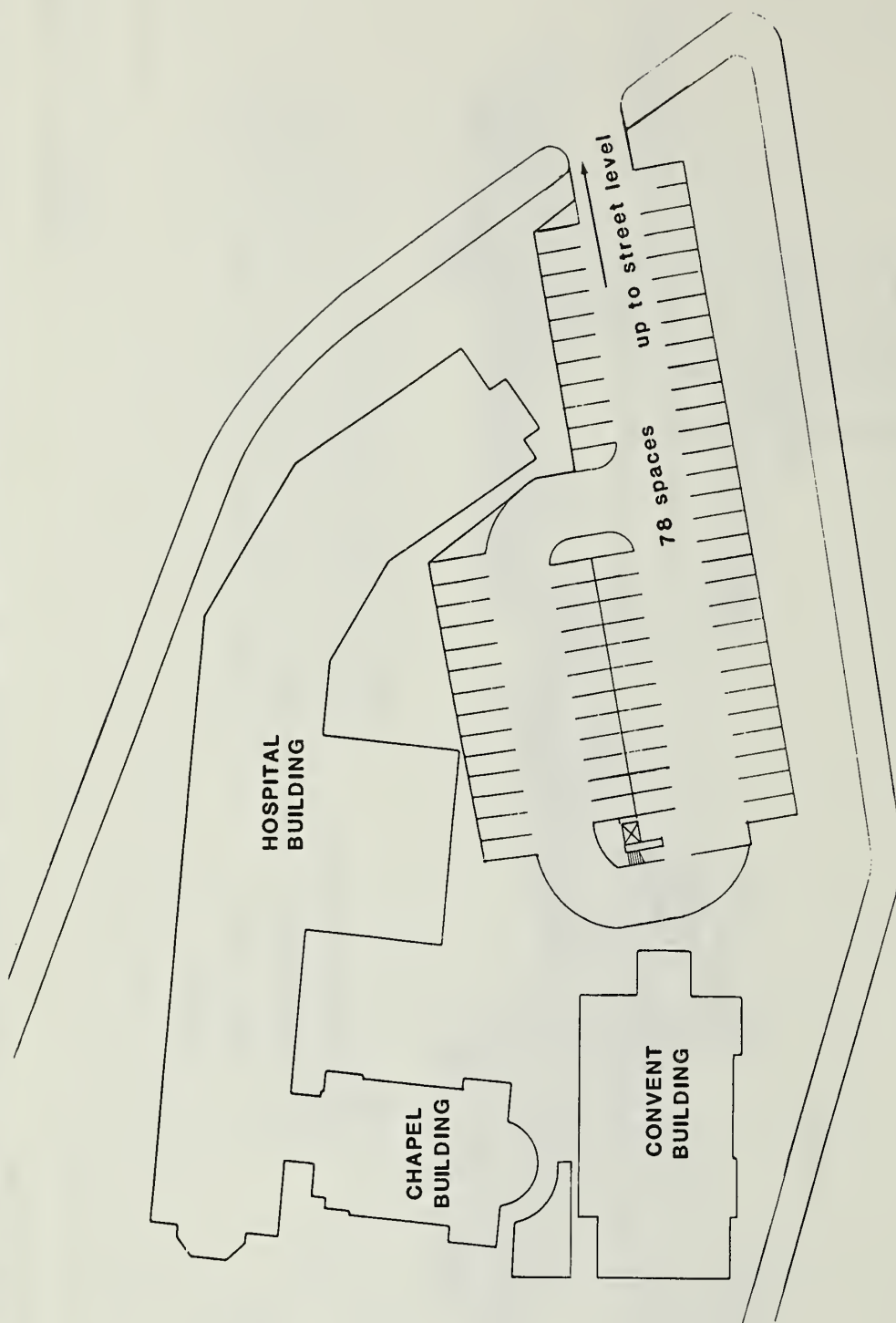


FIGURE 9: Parking Level Elevation 395

SOURCE: Kaplan/McLaughlin/Diaz

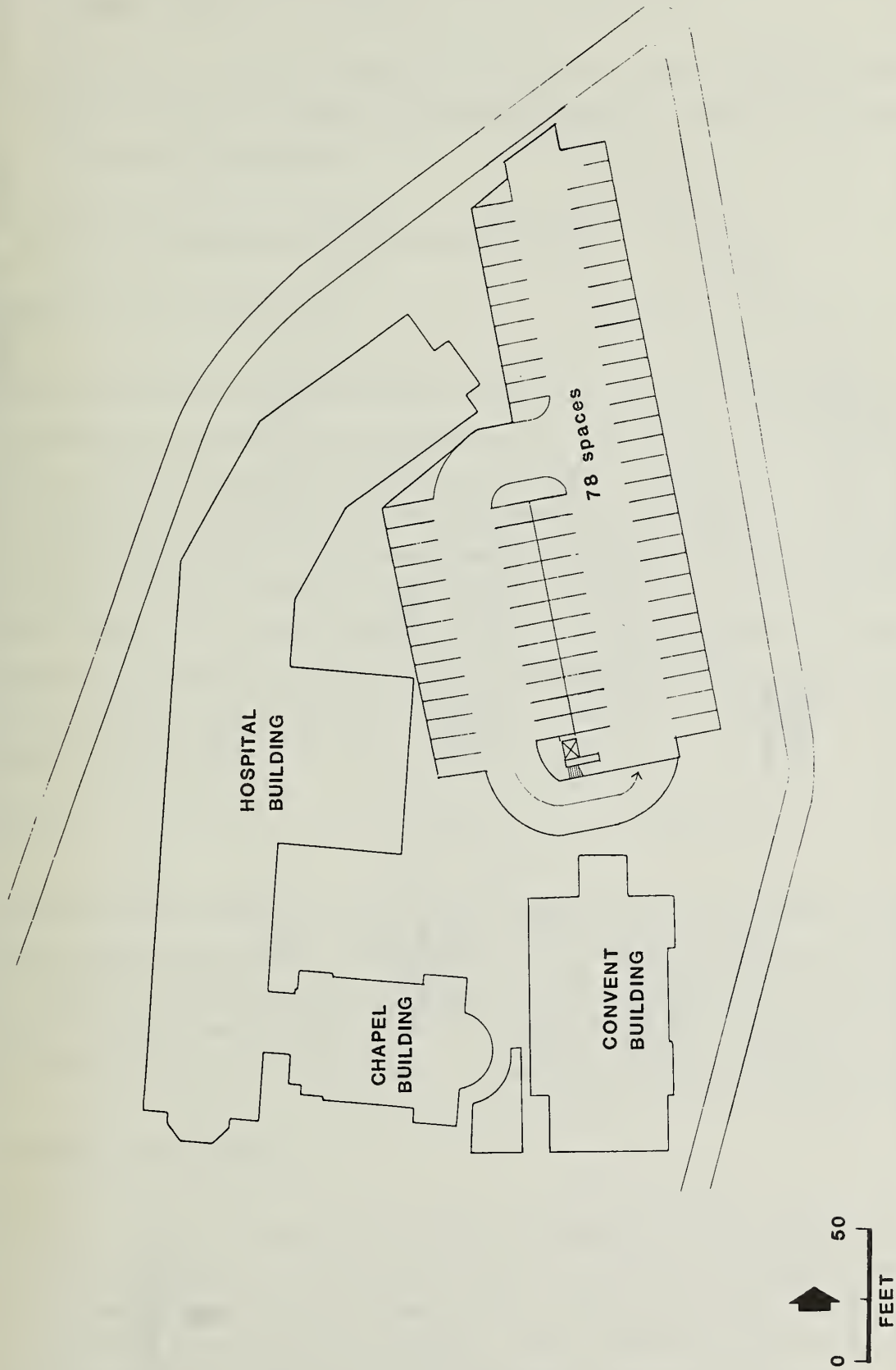


FIGURE 10: Parking Level Elevation 385

SOURCE: Kaplan/McLaughlin/Diaz

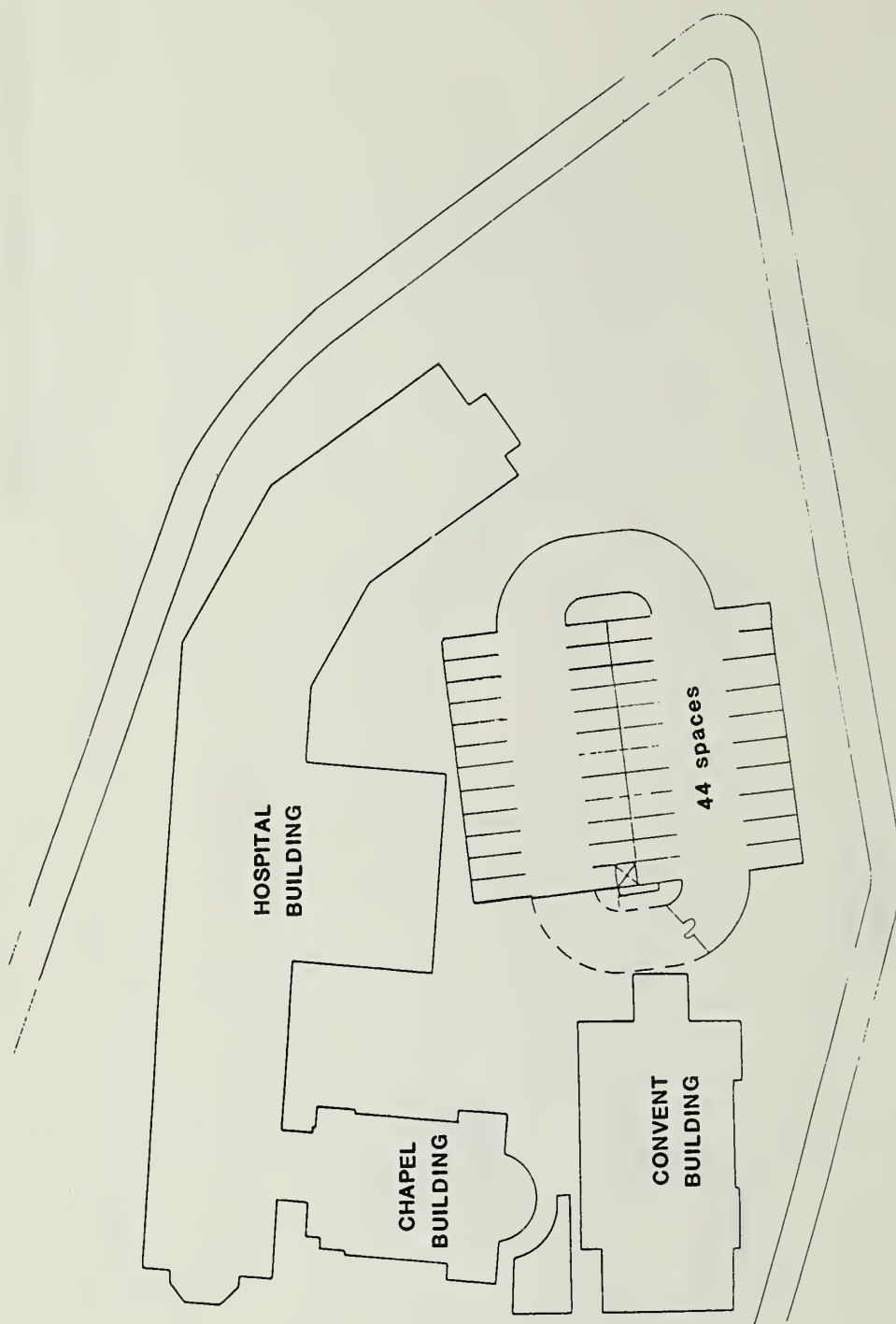


FIGURE 11: Parking Level Elevation 375

SOURCE: Kaplan/McLaughlin/Diaz

II. Project Description

perimeter would be landscaped extensively, especially along Park Hill Ave., to provide a visual buffer between Park Hill Ave. and the new construction.

Proposed on-site recreational facilities include exercise rooms and a sun deck on top of the hospital building. An outdoor swimming pool located south of the hospital is also being considered for the project.

E. PROJECT SCHEDULE, OCCUPANCY, AND COST

SCHEDULE AND OCCUPANCY

The total estimated construction period would be 15 months./1/ A detailed project design is scheduled by the sponsor for completion in late 1983. Structural rehabilitation of the convent, chapel and hospital buildings would require about six months. Minor demolition, site clearance and excavation for the new townhouse buildings and subsurface garage would require about three months, and exterior finishing of the townhouse buildings, about two months. Interior finishing of the existing buildings and new construction would require about nine months. Some of these time durations would overlap. Project occupancy would begin in early 1985. At full buildout the project would house a total of between 300 and 350 persons (see Appendix B, p.126 for a discussion of estimated population per household).

COST/2/

Estimated project development costs would range between \$26.3 to \$28.9 million in 1983 dollars, including about \$20.7 million for land and construction costs and about \$5.6 to \$8.2 million for professional services, financing, insurance and sales commissions. The condominium units are expected to sell for about \$200 per sq. ft., ranging in selling prices from \$110,000 to \$206,000. The average unit selling price would be about \$140,000.

F. PROJECT APPROVALS

Following a public hearing on this Draft EIR before the City Planning Commission, responses to all written and oral comments will be prepared. Revisions to the Draft EIR (Summary of Comments and Responses) will be made over several months and will be reviewed by the City Planning Commission. After revisions are made to the satisfaction of the Commission they will certify the EIR as being adequate and complete.

II. Project Description

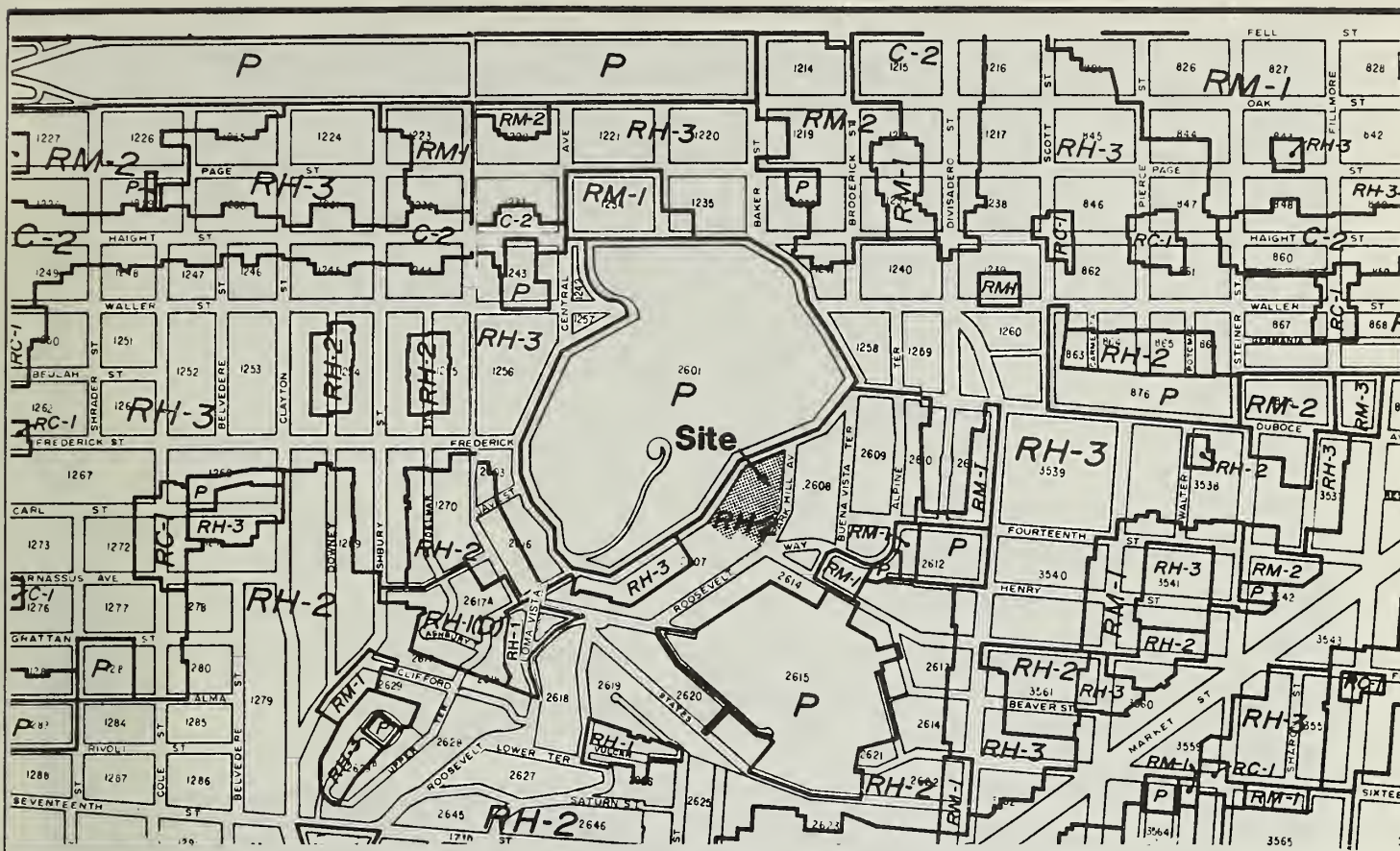
The project sponsor will request a zoning reclassification from the existing RH-2 (House, Two-Family) Planning Code Use district to an RM-2 (Mixed, Moderate Density) district (see Figure 12, p. 25) and a Conditional Use authorization for a Planned Unit Development (PUD). Through the PUD, adjustments will be sought to City Planning Code requirements for rear yard location and for overall density. These requests require a public hearing which could be held anytime after the certification action, either the same day or later. Owners of property within 300 ft. of the site, neighborhood organizations and other interested persons will be notified by mail ten days in advance of the public hearing.

Based on the findings of the Final EIR and testimony at a public hearing, the City Planning Commission would approve or disapprove the zoning reclassification and the Conditional Use authorization for the PUD. If approved by the Planning Commission, the Planning, Housing and Development Committee of the Board of Supervisors would hold public hearings on the rezoning application and the full Board of Supervisors and the Mayor would approve or disapprove the reclassification. Approval or disapproval of the Conditional Use authorization would need no further action by the Board of Supervisors unless the City Planning Commission's action was appealed to them. If the project were to be approved, the project sponsor would then obtain building and related permits from the Central Permit Bureau of the Department of Public Works prior to the start of construction. Subdivision approval would be required prior to sale of condominiums units./2/ The project sponsor and the Department of City Planning have met several times with residents of the Buena Vista neighborhood about environmental impact issues (see Appendix C, p. 127 for a list of meeting dates and community concerns).

NOTES - Project Description

/1/ Hans Groffie, Estimator, Williams & Burrows, Inc., General Contractors, letter, August 19, 1982. This letter is on file and available for public review at the Office of Environmental Review, 450 McAllister St., 5th Floor.

/2/ Stephen Koch, Project Manager, Prometheus Development Company, letter communication, March 4, 1983.



LEGEND

- RH-1(D)** Residential, House District, One-Family (Detached Dwellings)
- RH-1** Residential, House District, One-Family
- RH-2** Residential, House District, Two-Family
- RH-3** Residential, House District, Three-Family
- RM-1** Residential, Mixed District, Low Density
- RM-2** Residential, Mixed District, Moderate Density
- RM-3** Residential, Mixed District, Medium Density
- RC-1** Residential-Commercial Combined District, Low Density
- C-1** Neighborhood Shopping District
- C-2** Community Business District
- P** Public Use District

FIGURE 12:
Existing Planning Code Use Districts

SOURCE: City of San Francisco Planning Code Zoning Map

III. ENVIRONMENTAL SETTING

A. VISUAL QUALITY AND SHADOWS

VISUAL QUALITY/1/

The project site is located on a visually prominent hilltop setting on Buena Vista Ave. East against the backdrop of Buena Vista Park to the west (see Figures 1 and 2, pp. 10 and 12). The site affords panoramic views of the City to the east and is visible from the Central Skyway (U.S. 101), from Market St. near 14th St., from the upper floors of downtown highrises and from the northeastern slope of Twin Peaks.

The architectural style of the hospital complex is Spanish Renaissance Revival. The buildings have light ochre stucco facades and hipped red tile roofs. Existing buildings consist of one major building, a six-story hospital, and two ancillary buildings, a six-story convent and a one-story chapel (see Figures 13 and 14, p. 27-28). These buildings are connected by corridors, most of which are underground.

The 76-ft.-high hospital is located on the western boundary of the site. The building is an elongated rectangle, roughly parallel to Buena Vista Ave. East. It consists of a linear main wing and two extensions to the north which bend about 30 and 60 degrees, respectively, from the angle of the main wing. These two structural bends reflect the irregular shape of the site, which follows the contours of the Buena Vista Park hill and disguise the expansive length of the hospital (320 ft.). A one-story rectangular kitchen unit is located at the rear of the central portion of the main wing.

The convent is located on the eastern boundary of the site, along Park Hill Ave. It is a multi-level rectangular structure nearly parallel to the hospital's main wing, with a partially tiled roof. The southern section is four stories (50 ft.) high, and the northern section is six stories (75 ft.) high. The steep grade of the site, increasing in a northerly direction along Park Hill Ave., makes the convent appear taller from a southern perspective than its actual height. The convent is not visible from Buena Vista Ave. East



FIGURE 13: View of Hospital Building from Buena Vista Ave. East Looking Eastward

as it is blocked by the 76-ft.-high hospital building. From Park Hill Ave., the views of the convent are masked because of the grade separating Park Hill Ave. from the interior of the site and the mature trees located along the eastern perimeter of the site. From a distance, however, the convent is visible and contributes to the overall mass of the St. Joseph's Hospital complex.

The chapel is located at the southern end of the site, between the hospital and the convent (see Figure 14, p. 28). It consists of a group of sculptured masses with gently sloping tile roofs, round-headed windows and a small square cupola which serves as a belfry. The chapel is not visible from either Buena Vista Ave. East or Park Hill Ave., and is obscured from southern and northern viewpoints by mature landscaping. A 45-space, surface level parking lot is located in the northeastern interior portion of the site. It is roped off and is currently not in use. The lot is accessible from Buena Vista Ave. East and permits an unobstructed street-level view of Buena Vista Park from Park Hill Ave.

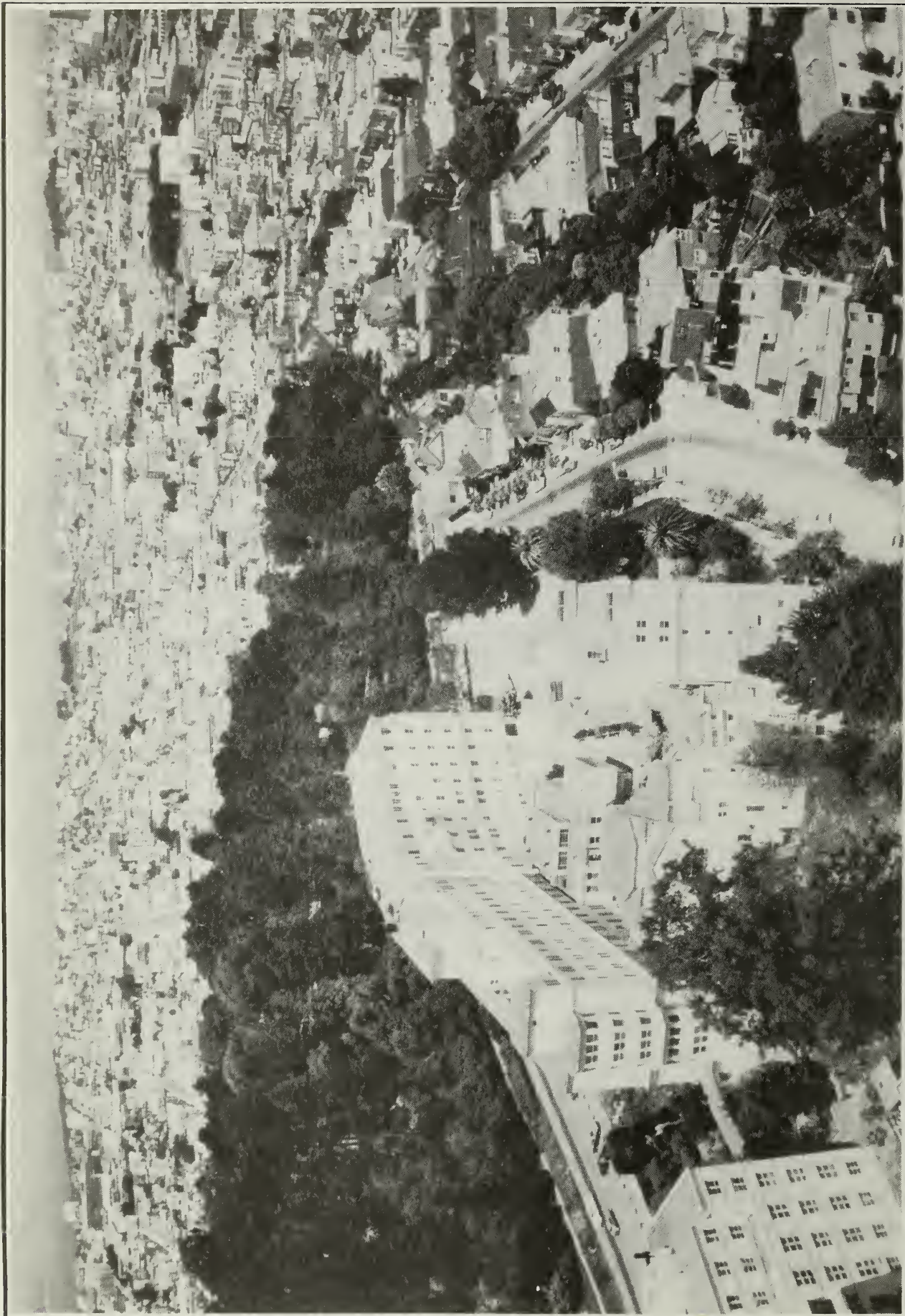


FIGURE 14: Aerial Photograph of St. Joseph's Hospital Complex
Looking North

SOURCE: Prometheus Development Company

III. Environmental Setting

A four- to ten-ft.-high concrete retaining wall surrounds most of the eastern and southern portions of the site. This wall separates the site from adjacent sidewalks and obscures pedestrian views into the interior of the site. Two stairways and a footpath entrance to the site are located along Park Hill Ave.; one stairway leads to the rear of the convent and the other stairway and footpath entrance lead to the surface-level parking lot. The south portion and perimeter of the project site are landscaped with flowers, shrubs and lawn areas. Several mature pine, cypress and palm trees on the site provide a parklike appearance (see also Section IV., Figures 17 and 18, pp. 42 and 44, respectively.)

SHADOWS (see also Appendix D, p. 129)

Along the project frontage, shadows are cast on Buena Vista Ave. East and Park Hill Ave. by the existing St. Joseph's Hospital buildings and landscaping. In the mornings (8:00 a.m.) during all seasons of the year, the hospital casts shadows across Buena Vista Ave. East onto the lower eastern slopes of Buena Vista Park. During midday (12:00 noon) in all seasons, Park Hill Ave. is in sunlight; portions of Buena Vista Ave. East are shaded by the hospital in spring, autumn and winter. In the afternoon (4:00 p.m.) in all seasons except summer, existing shadows cast by the hospital complex buildings or Buena Vista Park shade both sides of Park Hill Ave. On summer afternoons, a small portion of the project sidewalk (west side) and roadway on the northern part of Park Hill Ave. are shaded by the hospital, and the sidewalk and roadway in the southern part are shaded by the convent.

Shadow patterns extending off-site from existing site buildings for spring, summer, autumn and winter at 8:00 a.m., 12:00 noon, and 4:00 p.m. are presented in Figures 19, 20, and 21, pp. 47 - 51. (Only project shadows which extend off-site are shown.) The shading effects of mature trees, located on the project site along Park Hill Ave., on residences opposite the site were not taken into consideration in this analysis because of the variability of shadowing caused by differences in species density, form and configuration. Consequently, more shading of these residences occurs in the afternoons than is actually shown on the figures. Depth of shading into Buena Vista Park is presented as a worst case, as it assumes the park is flat and treeless. Because the park increases in elevation steeply from Buena Vista Ave. East and contains many trees, the shadows would extend onto the lower slopes of the Park and would not penetrate into the interior grounds.

III. Environmental Setting

NOTE - Visual Quality and Shadows

/1/ Parts of this section were summarized from the Nomination Form for the National Register of Historic Places Inventory completed May 6, 1982 for the Heritage Conservation and Recreation Service, United States Department of the Interior.

B. TRANSPORTATION, CIRCULATION AND PARKING

The following section is based on the Park Hill Residential Transportation Study, prepared by Environmental Science Associates in October 1982. That study is hereby incorporated by reference into this EIR as provided by Section 15149 of the California Environmental Quality Act. The study is on file and available for public review at the Office of Environmental Review, 450 McAllister St., 5th Floor. Differences among data presented in that study and this Draft EIR are attributable to the availability of additional or more precise data during the subsequent preparation of the EIR.

STREETS AND VEHICULAR TRAFFIC

The site is bounded by Buena Vista Ave. East and Park Hill Ave. which are residential streets. The site is served principally by Buena Vista Ave. East, which loops southward from Haight St. around Buena Vista Park and forms the northern and western boundary of the site (see Figure 1, p. 10). On the eastern boundary, Park Hill Ave. connects Buena Vista Ave. East with Roosevelt Way; these three roadways are two-lane, two-way streets. Park Hill Ave. is steep (19% grade) along the 170-ft. segment north of Roosevelt Way. Intersecting Roosevelt Way east of the site are 14th and 15th Sts.; Duboce Ave. intersects Buena Vista Ave. East east of the site. Fourteenth and 15th Sts. and Duboce Ave. run east-west and connect the site with Castro and Market Sts. To the north, Buena Vista Ave. East provides access to Haight St. and via Baker St. to Oak and Fell Sts., which are a one-way, east-west pair of major thoroughfares. Central Skyway (US 101) on-ramps at Oak and Laguna Sts. and at South Van Ness Ave. and 13th St., provide access to the U.S. 101, I-280 and I-80 freeways; Central Skyway off-ramps at Fell and Laguna Sts. exit from these freeways. Auto trips made on streets in the neighborhood of the site are generated primarily by residences in the area; other travel is associated with the present use of the project site by about 60 administrative employees of Children's Hospital, by the former St. Joseph's College of Nursing west of the site, and by recreational use of Buena Vista Park or the "49-Mile Scenic Drive" along Roosevelt Way.

III. Environmental Setting

Counts taken by Environmental Science Associates, show that p.m.-peak-hour weekday traffic (two-way) on Buena Vista Ave. East is about 200 vehicles per hour (an average of about one vehicle every 20 seconds); on Roosevelt Way (at 15th St. and Park Hill Ave.) it is about 500 vehicles per hour (one every 7 seconds).^{/1/} These volumes are light in relation to roadway and intersection capacity, which is approximately 1,500 vehicles per hour per lane. Peak-hour traffic on Park Hill Ave. is also light, about 30 vehicles per hour (one every 120 seconds).^{/1/} Drivers are seldom delayed by traffic volumes on these streets; there may be momentary delays when cars enter or cross Roosevelt Way from Park Hill Ave.

There are no signalized intersections in the project vicinity. Buena Vista Ave. East and Roosevelt Way do not have stop signs at their intersections with Park Hill Ave. A stop sign faces the Park Hill Ave. approach to Buena Vista Ave. East, but the Park Hill Ave. intersection at Roosevelt Way is uncontrolled and momentary delays are encountered by drivers on the southbound Park Hill Ave. approach.

TRAFFIC HAZARDS AND ACCIDENT RATES

Lines-of-sight on Park Hill Ave. are impaired at a crest in the roadway because of the steep grade. At the intersection of Park Hill Ave. with Roosevelt Way, lines-of-sight are impaired when vehicles are parked on the north side of Roosevelt Way at the corner of the intersection. The Department of Public Works indicates that there are no current plans to change the parking alignment along Buena Vista Ave. East.^{/2/}

Accident data on Buena Vista Ave. East between Buena Vista Terrace and Upper Terrace, on Park Hill Ave., and on Roosevelt Way, between Buena Vista Terrace and Museum Way are presented in Appendix E, Table E-1, p. 136. There were a total of 33 accidents during a five-year period (1977-81) on these roadway segments. On the basis of accidents per million vehicle mile (mvm), accidents were in the range of 4-30 per mvm. More detailed information would be required to determine if the accident rates in the project vicinity are excessive. The information needed for an analysis would include for each accident: time of day, weather conditions, type of accident (hitting a parked vehicle, a head-on collision, runing off the road, etc.), and general roadway conditions. At the request of the City Attorney's Office, the Department of Public Works is not authorized to provide detailed accident information to the general public. Until such time as the information is available, no specific conclusions can be drawn from the accident rate data.^{/3/}

III. Environmental Setting

PARKING SUPPLY/OCCUPANCY (see also Appendix E, pp. 130-135)

Surveys of weekday and weekend parking supply and occupancy were conducted by Environmental Science Associates on both sides of the streets along the project frontage, the frontage of the former St. Joseph's College of Nursing, and all residential frontages within one block of the project site (see Figures E-1, E-2, and E-3 in Appendix E, pp. 133-135).

There are a total of about 97 curbside spaces along the project frontages on both sides of the street. There is curbside parking on both sides of Buena Vista Ave. East along the frontage of the project site. Perpendicular parking provides about 46 spaces on the south (project) side, and unmarked parallel parking on the north (opposite) side accommodates about 20 vehicles. (An existing surface-level lot on the site has about 45 marked parking spaces, but is currently roped off and not in use.) Unmarked parallel parking spaces along Park Hill Ave. can accommodate about 15 vehicles along the west (project) side and along the east side, about 16 vehicles. Neighborhood residents indicated that some of these spaces are avoided for parking because of the steep grade (19%) along the lower portion of Park Hill Ave./4/ In addition to the approximately 97 parking spaces provided along the project frontage or directly across from the site on Buena Vista Ave. East and Park Hill Ave., there are about 18 perpendicular parking spaces immediately in front of the former College of Nursing site.

Approximately 130 proper curbside spaces (not blocking a driveway) exist along residential and Buena Vista Park frontages in the immediate area, including Roosevelt Way between Buena Vista Terrace and Museum Way (57 spaces), 15th St. between Buena Vista Terrace and Roosevelt Way (11 spaces), Buena Vista Ave. East on the one-block segments between Upper Terrace and the College of Nursing site (31 spaces) and Buena Vista Ave. East, east of Park Hill Ave. (29 spaces). The 130 spaces include spaces on all of the residential and Buena Vista Park frontages within one block of any portion of the site on both sides of these streets, exclusive of the 31 spaces along the section of Park Hill Ave. next to the project site. Total estimated on-street parking supply in the area surveyed is about 245 spaces, including 97 curbside spaces along both sides of the street along the project frontage, 18 perpendicular spaces in front of the former College of Nursing, and the 130 spaces along residential frontages within one block of the site.

III. Environmental Setting

About 65% of the curbside parking along residential frontages in the area is occupied on weeknights, when demand is greatest. On weekends, afternoon use of curbside space was surveyed at 70-85% occupancy (see Appendix E pp. 130-132, and Figures E 1-3, pp. 133-135)./5/ These parking surveys were conducted during August and October of 1982; these months include part, but not all, of the the peak-use period of Buena Vista Park which occurs from spring through late summer.

Late-night (11:00-11:30 p.m.) parking surveys conducted along Buena Vista Ave. East showed that an average of about 10 vehicles are parked along the site frontage or the frontage of the College of Nursing. This parking is associated with nearby residences as there are no nighttime uses at the project site or the College of Nursing./6/

TRANSIT

The site is served directly by the Muni No. 37 Corbett bus line (see Figure 15, p. 34). The No. 37 bus runs past the project site on Buena Vista Ave. East and on Park Hill Ave., with stops at the intersection of these streets, every 15 minutes during commute hours. The 37 Corbett line connects the site with Muni lines on Haight St. and on Castro St., and with the Church St. Station of the Muni Metro, served by the K, L, and M lines. The 24 Divisadero line on Castro St. has a stop at 14th St., four blocks east of the site. The 6 Parnassus, 7 Haight, 66 Quintara, and 71 Noriega on Haight St. stop at Buena Vista Ave. East, three blocks north of the site. These lines run downtown, with peak-hour headways (time interval between buses) of 6-15 minutes. The elevation of the project site above the level of both Haight and Castro St. (some grades of 10%) may preclude walking directly to transit stops on these streets by some project area residents; however, neighborhood residents can transfer from the 37 Corbett line to bus lines on Haight St. and Castro St.

PEDESTRIANS/BICYCLES

Few pedestrians were noted during the weekday peak-hour traffic counts; there were fewer than ten per hour on any sidewalk or path. Bicyclists were less in evidence; fewer than five bicyclists per hour were seen in the area bounded by the parking supply/occupancy survey.

III. Environmental Setting

NOTES - Transportation, Circulation and Parking

/1/ Manual traffic counts were made on Monday, August 9 and on Friday, August 13, 1982, between 4:30 and 5:45 p.m. Weather conditions on these days were clear with moderate temperatures.

/2/ Russell Lee, Department of Public Works, telephone conversation, March 2, 1983.

/3/ Nelson Wong, Associate Traffic Engineer, Department of Public Works, Bureau of Engineering, Division of Traffic.

/4/ Community Meeting, February 23, 1983.

/5/ Parking surveys were made at 4:00 and 6:00 p.m. on Monday, August 9 and on Friday, August 13; at 9:00 p.m. on Tuesday, September 14, 1982; and at 4:00 p.m. on Sunday, August 15, 1982 and Sunday, September 26, 1982. Weather conditions on all of these days were clear with moderate temperatures. Sunday, September 26, 1982, followed two days of rain. Although the grounds of Buena Vista Park were moist, neighborhood streets and the tennis courts and paths at Buena Vista Park were dry.

/6/ Late night parking surveys were conducted between 11:00 and 11:30 p.m. during the week of February 10-16, 1983. Weather conditions were clear on all nights. A copy of these surveys are on file and available for public review at the Office of Environmental Review, 450 McAllister St., 5th Floor.

C. PARK AND RECREATION FACILITIES

The project site is located in the vicinity of several neighborhood parks (see Figure 16, p. 36). Buena Vista Park is located immediately to the northwest of the project site. Most of this 36-acre park consists of densely wooded, hilly areas interspersed with pathways. Park facilities include two tennis courts and a children's play area. The tennis courts are often crowded during peak-use periods which occur in the late afternoon during summer months and on weekends. Tennis players at these courts have been observed waiting up to an hour to play during these peak-use periods./1/ The Recreation and Park Department currently has no plans under consideration, nor funding available, for construction of additional tennis courts at Buena Vista Park./2/

In 1978, the Recreation and Park Department formulated a master plan for Buena Vista Park, a process which included extensive community participation. Recommendations emphasized erosion control and pathway improvements.



SOURCE: Base map reproduced by permission of California State Automobile Association, copyright owner.

FIGURE 16: Parks and Open Space in the Vicinity of the Project Site

A Department of City Planning report titled "Recreation and Open Space Programs" was published in July of 1973. It consists of recommendations for implementing the Recreation and Open Space Element of the Comprehensive Plan of San Francisco. Recommendations made for Buena Vista Park include more lighting, better maintenance of existing lighting, more frequent police patrols, and preservation of the visual and natural qualities of the park.

Corona Heights Park contains about 16 acres, two of which are developed. It is located about one block southeast of the project site. The park contains two tennis courts, the Sidney Peixotto courts. It is also the site of the Junior Museum. The undeveloped area consists of a flat grassy area and a rocky hilltop. During warm, sunny weather the grassy area is used for sunbathing and the hilltop for climbing.

III. Environmental Setting

Duboce Park is located about five blocks northeast of the project site. This 10-acre park consists of about a two-block, relatively flat, grassy area. Other recreational facilities in the project vicinity include two outdoor public tennis courts located at States St., about six blocks southeast of the project site (immediately south of Corona Heights Park). Tennis players at the State St. courts and the Sidney Peixotto courts in Corona Heights Park experience waits similar to those at Buena Vista Park./1/

Golden Gate Park is located about ten blocks west of the project site. It provides a full range of park facilities, including ball fields, hiking trails and tennis courts.

Objectives of the Recreation and Open Space Element of the San Francisco Comprehensive Plan include, "Providing opportunities for recreation and enjoyment of open space in every San Francisco neighborhood". Policies of this objective include: to make better use of existing facilities, to acquire new park and recreation space to serve San Francisco's residential neighborhoods and to give high priority for recreation improvements to high-need neighborhoods. The Buena Vista neighborhood is not identified in the plan as a high-need neighborhood for additional recreation and open space facilities.

NOTES - Park and Recreation Facilities

/1/ Environmental Science Associates, Field Observations, Summer 1982.

/2/ Deborah Learner, Planner, San Francisco Recreation and Park Department, letter, September 8, 1982, to Paul Rosetter, Office of Environmental Review. This letter is on file and available for public review at the Office of Environmental Review, 450 McAllister St., 5th Floor.

D. ENERGY

LOCAL ENERGY SUPPLY

Electricity and natural gas are supplied to San Francisco by Pacific Gas and Electric Company (PGandE). New demands for electricity in northern California will be met primarily with energy derived from coal, nuclear, and hydroelectric sources. Cogeneration (i.e., production of electricity from waste heat generated by industrial processes) wind turbine generators and additional geothermal power development also will supplement existing supplies.

III. Environmental Setting

Among the major new power plants PGandE plans to bring on line are the Diablo Canyon nuclear plant and the Helms Pump Storage hydroelectric plant. PGandE plans to have both facilities on line by Fall 1983. PGandE also plans increased purchases of electricity from other utilities. This power is expected to come from surpluses generated by hydroelectric and nuclear plants in the State of Washington. These surpluses are uncertain because of the recent cancellation of plans for two of the five Washington Public Power Supply System nuclear plants, the delay in construction of another, and long-term increased local demand for energy in the Pacific Northwest.

PGandE has long-term agreements with Southern California utilities (California Power Pool Agreement) and Pacific Northwest utilities (Pacific Northwest - Southwest Intertie) for energy pooling, exchange, and purchase that will be used, in part, to meet future peak-period demand.

ON-SITE ENERGY CONSUMPTION

Existing energy consumption at the site is associated primarily with the 60 employees of Children's Hospital who currently work at the site. Energy consumption data for the existing use of the hospital building are available from November 1981 through November 1982./1/ Energy consumption between November 23, 1981 and November 22, 1982 was 4,129 therms of natural gas and 373,950 kilowatt hours (kWh) of electricity, a total of 4.3 billion at-source Btu./2/ During this period, however, the convent and chapel buildings were vacant and the hospital building was not in full use; energy consumed during this one-year period is much less than that which would be consumed if the buildings were in full operation.

ENERGY CONSERVATION REGULATIONS, PLANS, AND POLICIES

Energy efficiency of new development in San Francisco is regulated at the state level through building energy efficiency regulations and at the City and County level through ordinances, plans, and policies. See Appendix F, p. 144, for a discussion of these policies.

NOTES - Energy

/1/ Information obtained from PGandE records, November 23, 1981 to November 22, 1982.

III. Environmental Setting

/2/ The British Thermal Unit (Btu) is a standard for measuring heat. Technically, it is the quantity of heat required to raise the temperature of 1 pound of water 1° Fahrenheit at sea level. The term "at source" means that adjustments have been made in the calculation of the Btu energy equivalent to account for losses in energy which occur during generation and transmission of the various energy forms as specified in: ERCDC, 1977, Energy Conservation Design Manual for New Nonresidential Buildings, Energy Resource Conservation and Development Commission, Sacramento, CA; and Apostolos, J.A., W.R. Shoemaker, and E.C. Shirley, 1978, Energy and Transportation Systems, California Department of Transportation, Sacramento, CA Proj. #20-7 Task 8.

IV. ENVIRONMENTAL IMPACT

An Initial Study of the proposed project was published October 22, 1982, and a determination was made that an Environmental Impact Report (EIR) was required. Issues that were considered to require no further discussion as a result of the Initial Study include: land use, employment/housing, noise, air quality/climate, utilities and public services, biology, geology, hydrology, hazards, and cultural factors. The Initial Study is incorporated herein as Appendix A, p. 99, and may be referred to for a discussion of those issues.

A. VISUAL QUALITY AND SHADOWS

VISUAL QUALITY

New Construction

The proposed new construction would be located in the northeastern portion of the site, parallel to, but set back from, Park Hill Ave (see Figure 2, p. 12). An 18-inch diameter cypress tree would be removed from the site of the new construction. The design of the new construction would complement the Spanish Renaissance Revival style, light ochre color, and red-tile, hipped roofs of the existing hospital complex. The color of the new townhouse structures would be light; the windows, small-scaled and rectangular; and the roofs hipped and tiled. Balconies and ironwork ornamentation on the new construction would be similar to existing and proposed ironwork on the existing buildings (see discussion of existing buildings below). The new townhouse buildings would increase in height from two to four stories (26 to 44 ft. high) in a northerly direction. The average height of the new townhouse structures would provide an intermediate transitional scale between Park Hill Ave. and the hospital building which is 76 ft. high. The new construction would limit views of the lower slopes of Buena Vista Park, the lower portion of the hospital building and interior portions of the site, from both street level and residences north of the bend in Park Hill Ave. Existing views to the north and west below (south of) the bend are mostly obscured by the existing four- to ten-ft.-high retaining wall, the convent and landscaping.

IV. Environmental Impacts

The townhouse structures would be set back to preserve much of the existing landscaping along Park Hill Ave. New landscaping would be interspersed with existing trees and vegetation to further remove the new construction from views from nearby residences.

The upper portions of the proposed new construction, particularly of the four-story townhouse structures, would be visible as a staggered line of pitched, tile roofs from second and upper stories of residences along Park Hill Ave. Existing and proposed landscaping would partially obscure the facades of the new townhouse structures (see Figures 17 and 18, pp. 42-45. From distant easterly views, the proposed townhouse buildings would be screened by mature landscaping along Park Hill Ave.

On-site parking would be underground, beneath the proposed townhouse structures; the parking structure would be partially visible near the intersection of Park Hill Ave. and Buena Vista Ave. East. No parking driveway would be provided adjacent to or across from a residential street. This would be responsive to Policy 4 of the Urban Design Plan of the San Francisco Comprehensive Plan, which encourages that walkways and parking facilities be designed to minimize danger to pedestrians.

Provision of underground parking would allow for development of interior private open space. Except for the internal driveway, interior open spaces would be terraced gardens that would provide decorative paving, and retaining walls and stairs with dense planting. Inclusion of landscaping in the project would respond to Policy 12 of the Urban Design Plan: to install, promote and maintain landscaping in public and private areas./1/ The interior landscaping is intended by the project architect to promote sitting, strolling and sunning by project residents. This would address Policy 10 of the Urban Design Plan: to encourage or require the provision of recreation space in private development.

Existing Buildings

The hospital, convent and chapel buildings would be rehabilitated structurally to meet the City's Life Safety and Building Code standards, including seismic standards. To bring the convent into conformance with seismic requirements, a 16-ft.-wide addition with exterior shear walls would be constructed on the west facade of the convent building. The addition



Convent
Building

Cypress Tree
(to be removed)

Stairwell of
Convent Building

Kitchen Unit

Hospital Building

FIGURE 17: Existing View of the Site Looking
West from Park Hill Ave.

SOURCE: Kaplan/McLaughlin/Diaz



← New Townhouse Structures

Existing Stairwell (to be removed)
FIGURE 17a: Photomontage of New Construction
 Looking West from Park Hill Ave.

← Existing Stairwell of
 Convent Building

← Convent
 Building

SOURCE: Kaplan/McLaughlin/Diaz

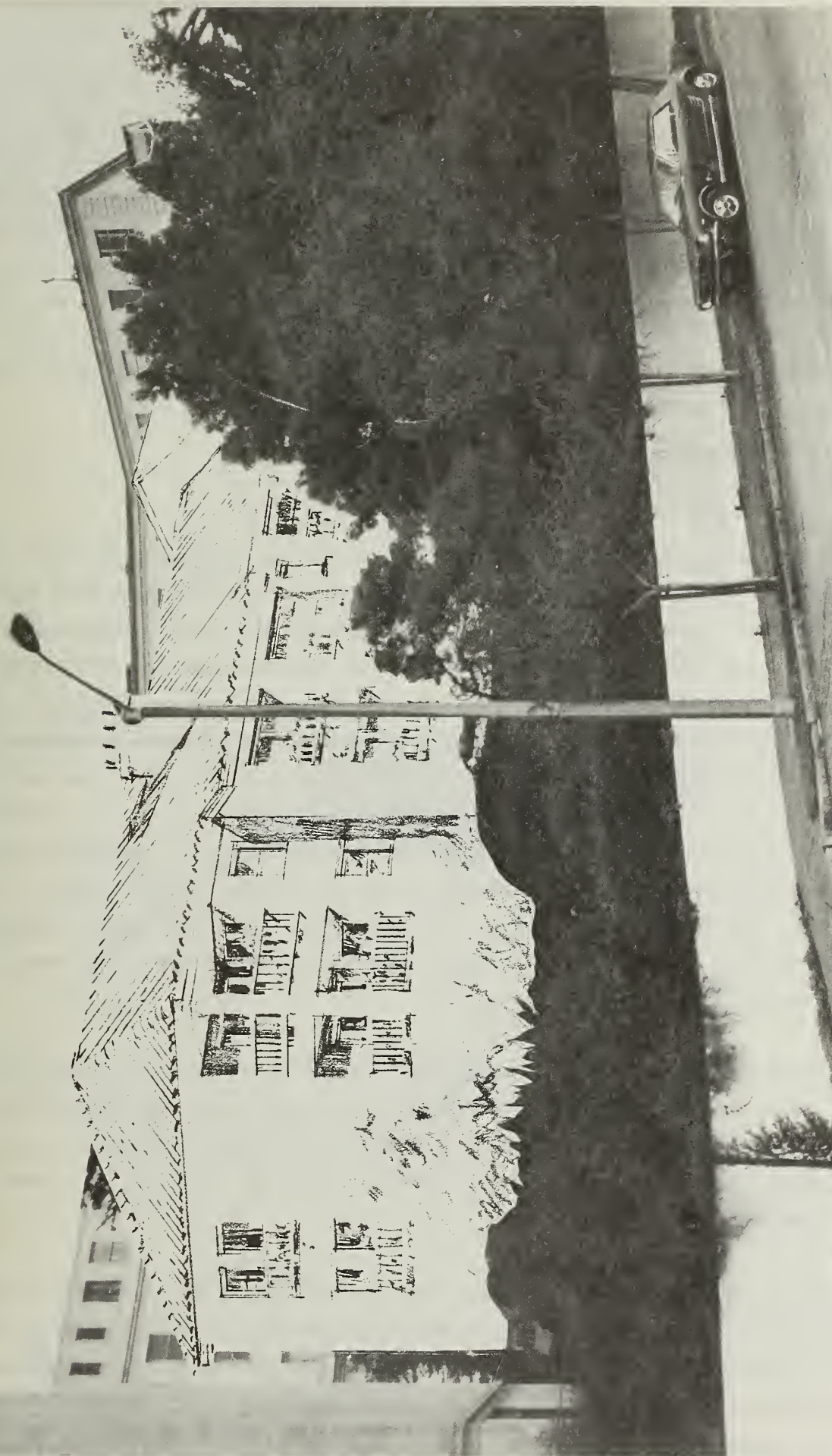


← Cypress Tree to be Removed →

← Hospital Building

FIGURE 18: Existing View of the Site Looking
Northwest from Park Hill Avenue

SOURCE: Kaplan/McLaughlin/Diaz



New Townhouse Structures

FIGURE 18a: Photomontage of New Construction
Looking Northwest from Park Hill Avenue

SOURCE: Kaplan/McLaughlin/Diaz

to the convent would be 50 ft. in height, amounting to about 4,900 sq. ft. of habitable floor area on five floors (see Figure 5, p. 15). Proposed changes to the exterior of the hospital building include selective enlargement of windows and the addition of exterior embellishments such as balconies and facade ornamentation on the east-facing facade. Exterior changes to the chapel could include the addition of small windows to provide light to interior areas that were previously used for storage. The existing stairway and footpath entrance on Park Hill Ave. (next to the site of the new townhouse construction) would be eliminated to discourage pedestrian or vehicle access to the site from Park Hill Ave. The existing stairway located at the southern end of the convent building would be retained but secured from pedestrian access.

SHADOWS

Figures 19, 20, and 21, pp. 47 to 51, show existing and new shadows cast on Park Hill Ave. and Buena Vista Ave. East by the proposed townhouse structures; all times in these figures represent Standard Time (ST). As creation of new on-site shadows is not considered a project impact, only on-site shadows which extend off-site are presented in Figures 19, 20, and 21. No shadows would be cast off-site from the convent addition. The methodology for determining the angle and length of existing and project shadows is discussed in Appendix D, p. 129. As discussed in the Setting Section, p. 29, the shadows created by mature trees along Park Hill Ave. were not considered in these projections; consequently, afternoon shadows generated by the new construction on residences across Park Hill Ave. represent worst-case shadow effects. The shading of Buena Vista Park is also presented as a worst case, as the upward slope of the park from Buena Vista Ave. East and the filtering effect of existing trees in the park reduce the extent and density of shadows on the park.

The new townhouses along Park Hill Ave. would cast additional shadows on Buena Vista Ave. East and a portion of Buena Vista Park on winter, spring, and fall mornings (8:00 a.m.). On Buena Vista Ave. East the new structures would shade the project sidewalk (southeast side) and a small portion of the roadway on summer mornings; no residences would be shaded during this time.

At midday (12:00 noon) in December, the townhouses would cast shadows northward across Buena Vista Ave. East onto the northern sidewalk of Buena Vista Ave. East. In spring and fall, these shadows would shorten, shading only the project sidewalk (south side) and a small part of Buena Vista Ave. East. (Text is continued on p. 51.)

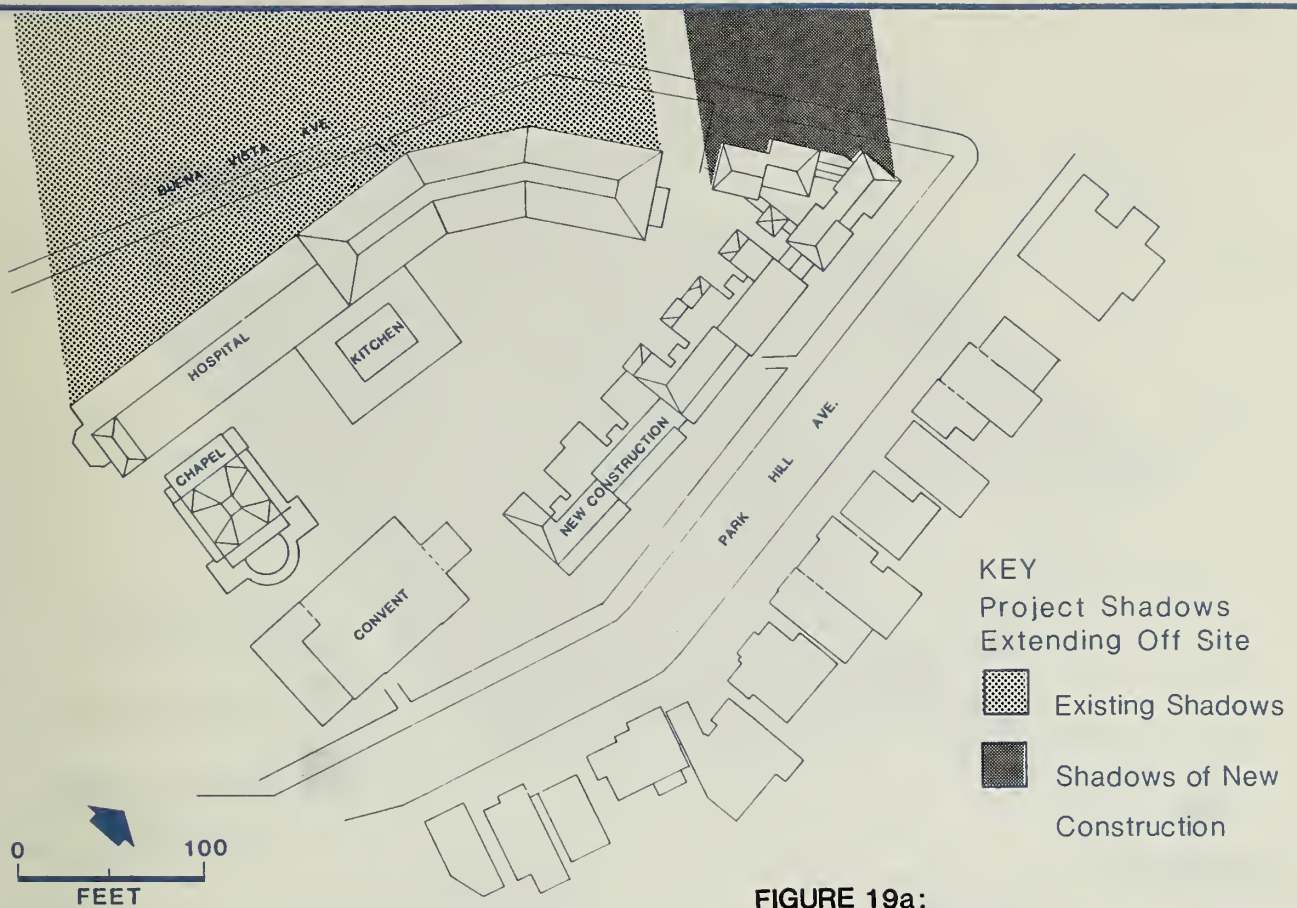


FIGURE 19a:
Shadow Diagram, December 22, 8:00 A.M.

SOURCE: Environmental Science Associates, Inc.

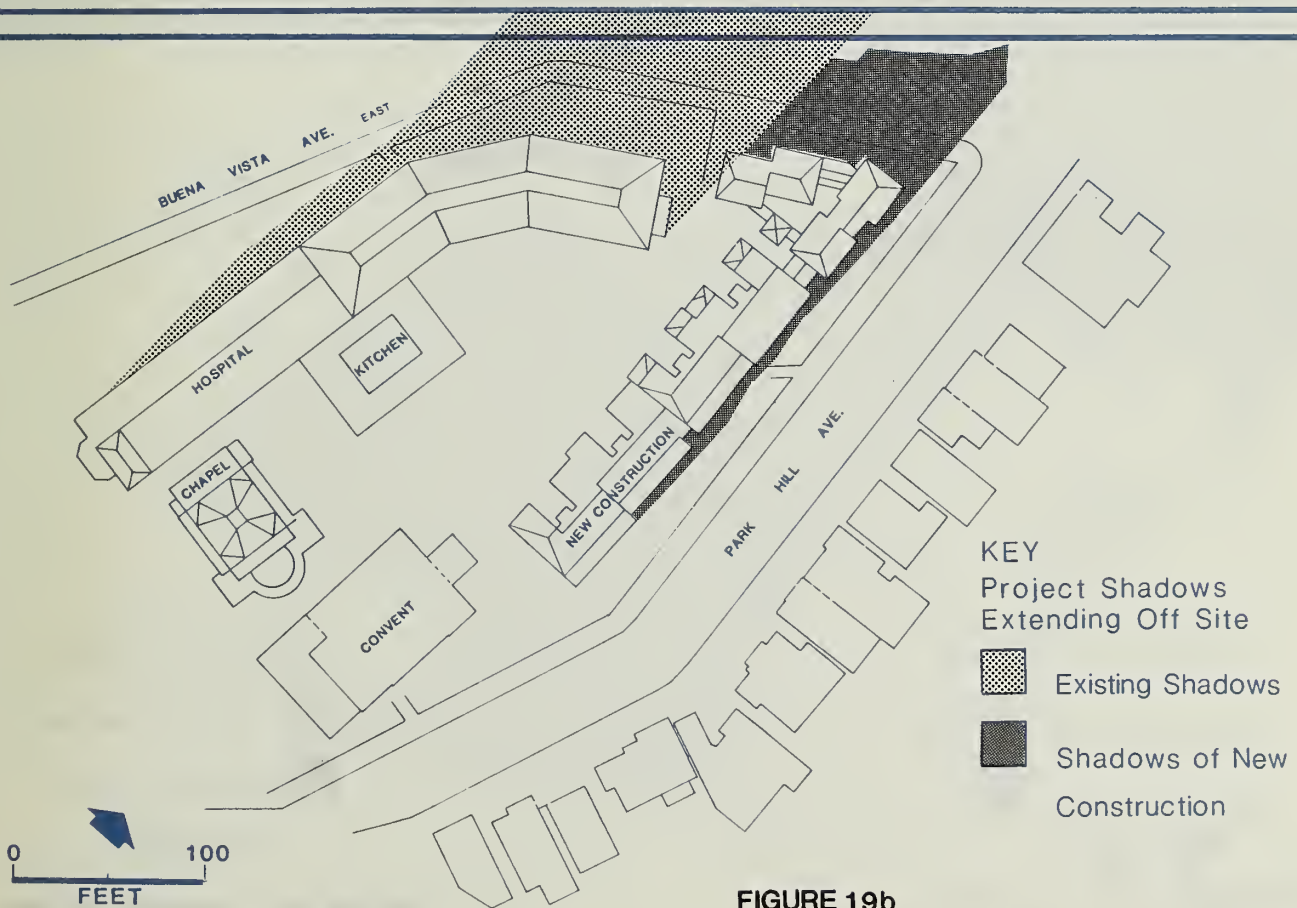


FIGURE 19b
Shadow Diagram, December 22, 12:00 Noon

SOURCE: Environmental Science Associates, Inc.

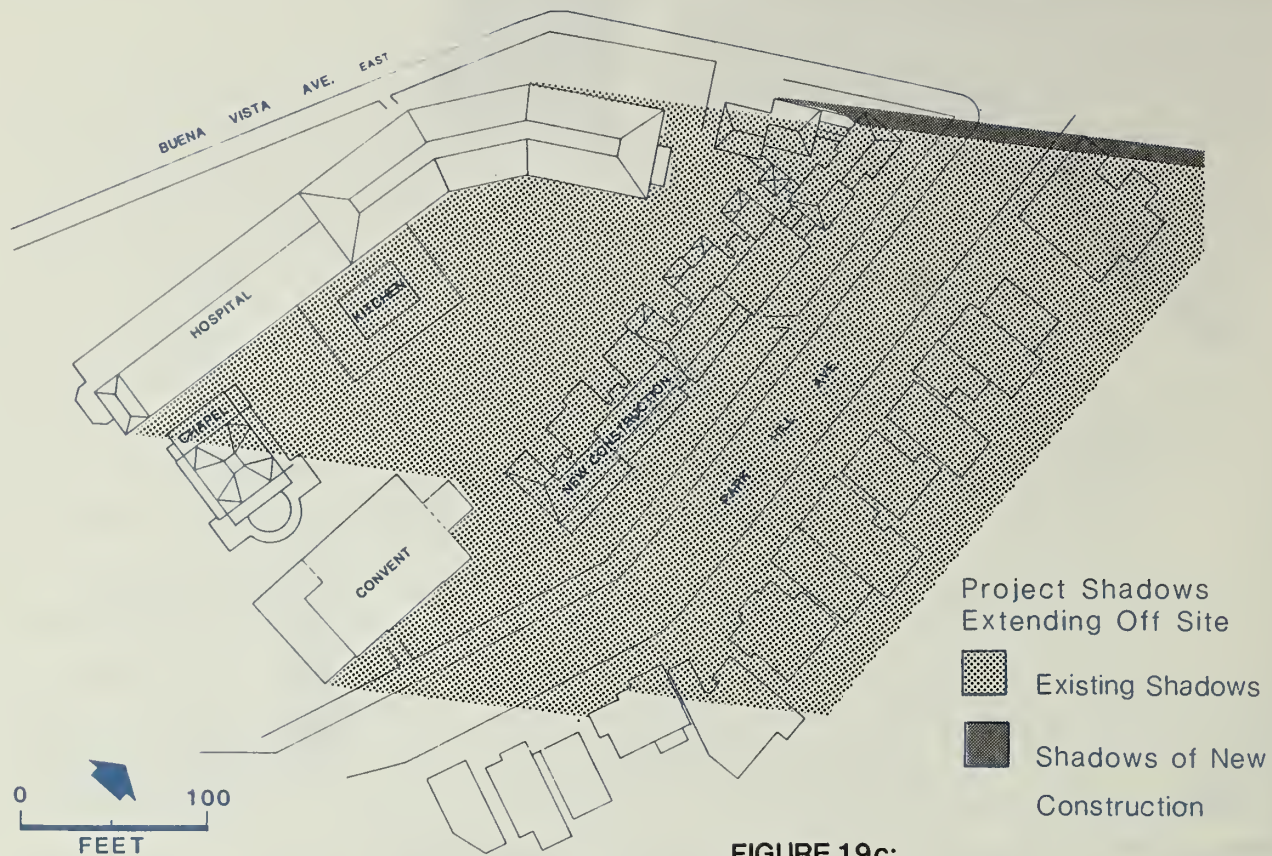


FIGURE 19c:
Shadow Diagram, December 22, 4:00 P.M.

SOURCE: Environmental Science Associates, Inc.

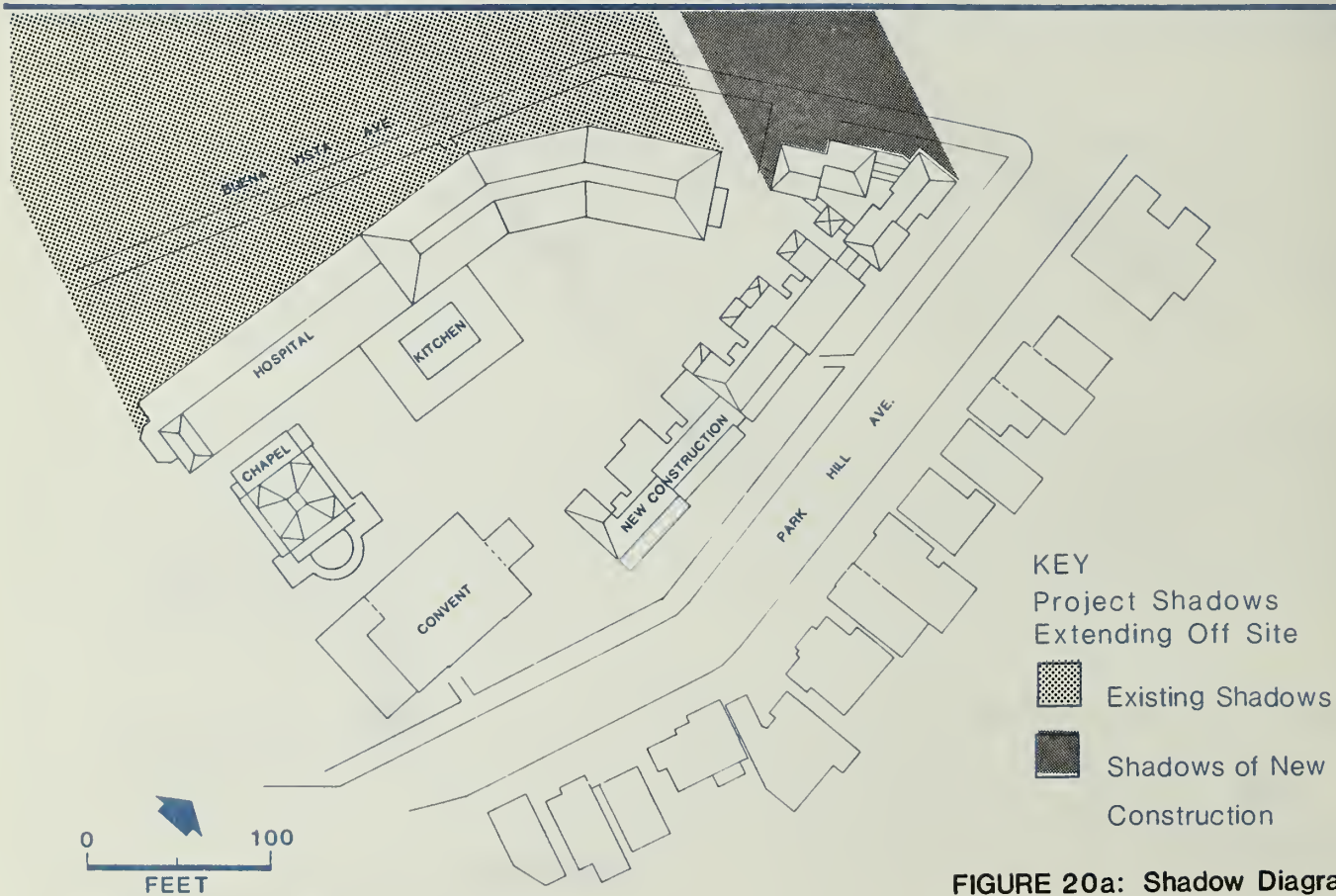
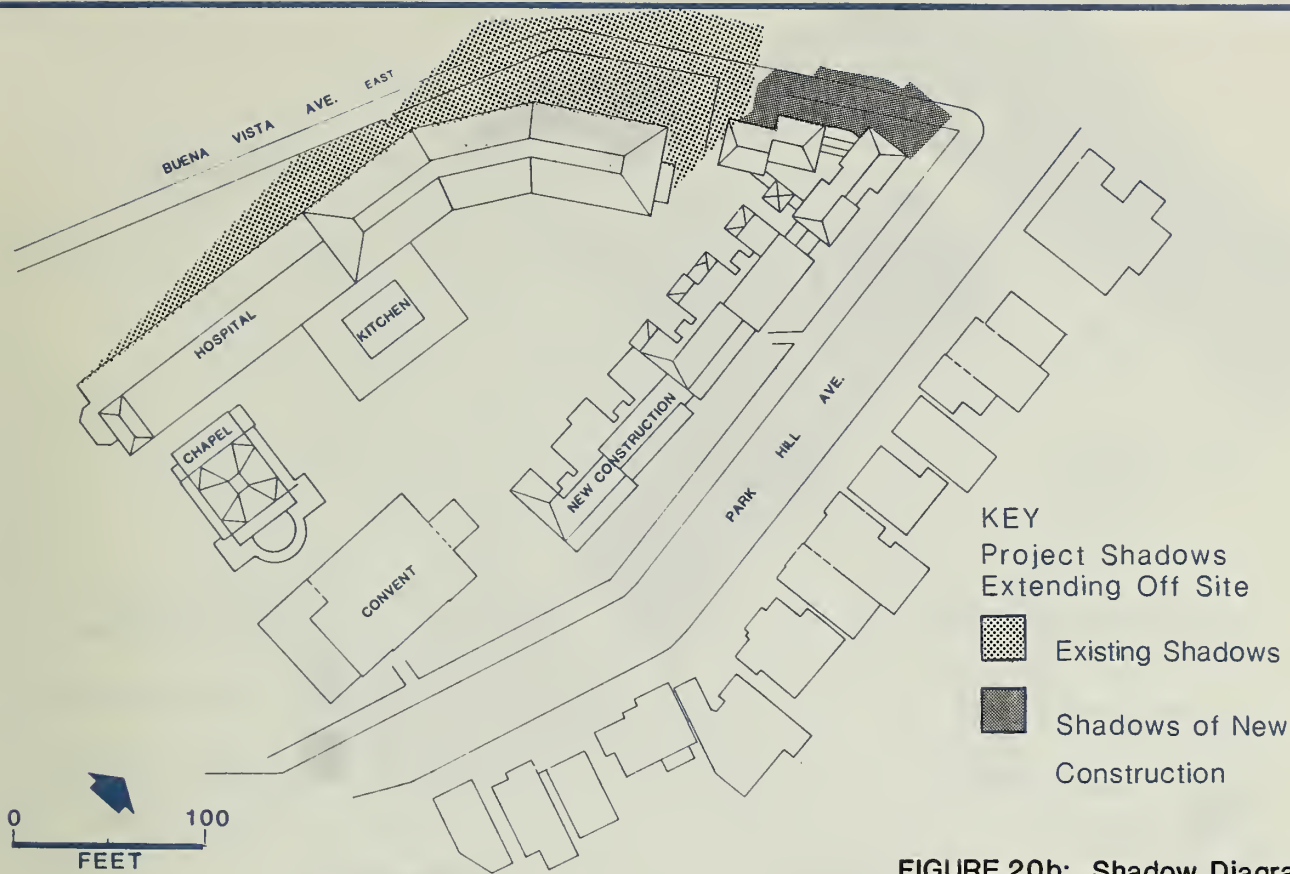


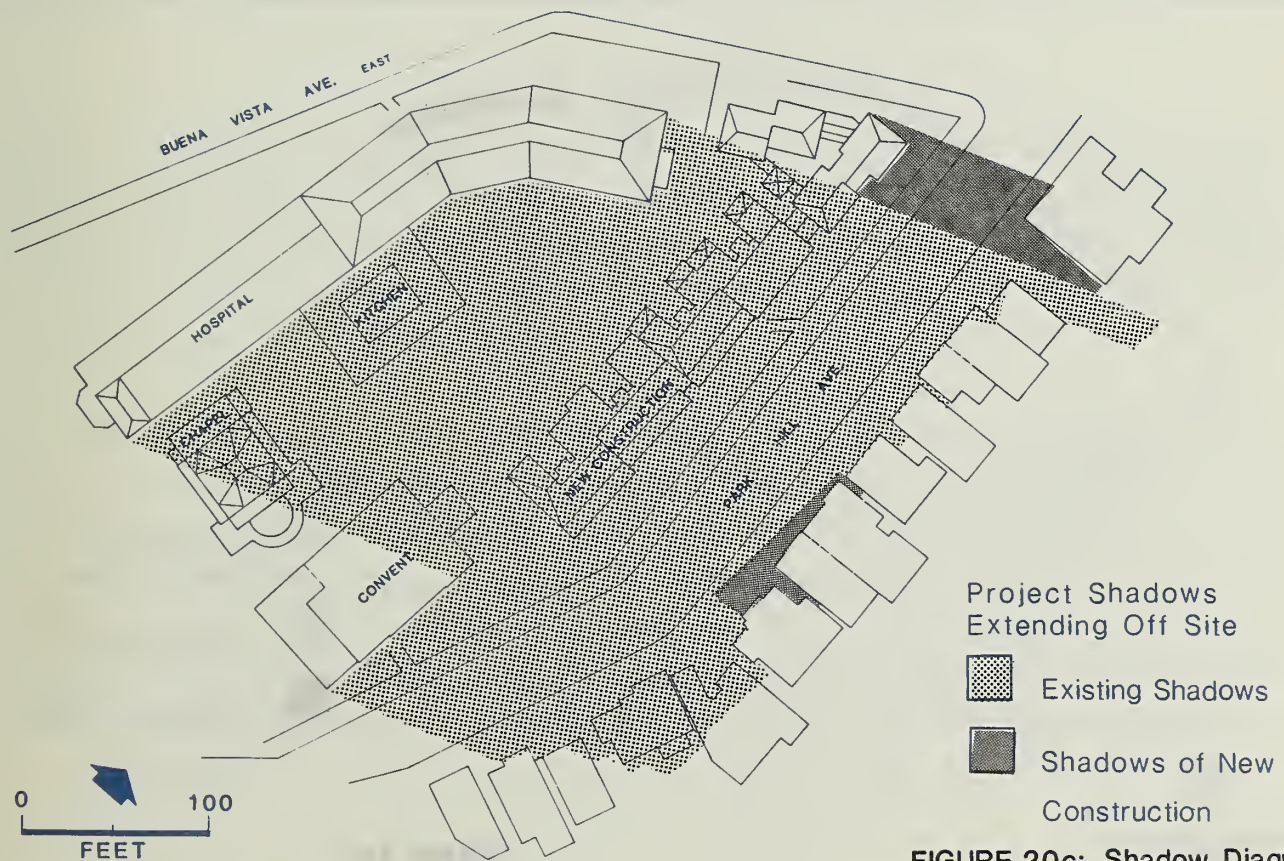
FIGURE 20a: Shadow Diagram,
March/September 8:00 A.M.

SOURCE: Environmental Science Associates, Inc.



**FIGURE 20b: Shadow Diagram,
March/September 12:00 Noon**

SOURCE: Environmental Science Associates, Inc.



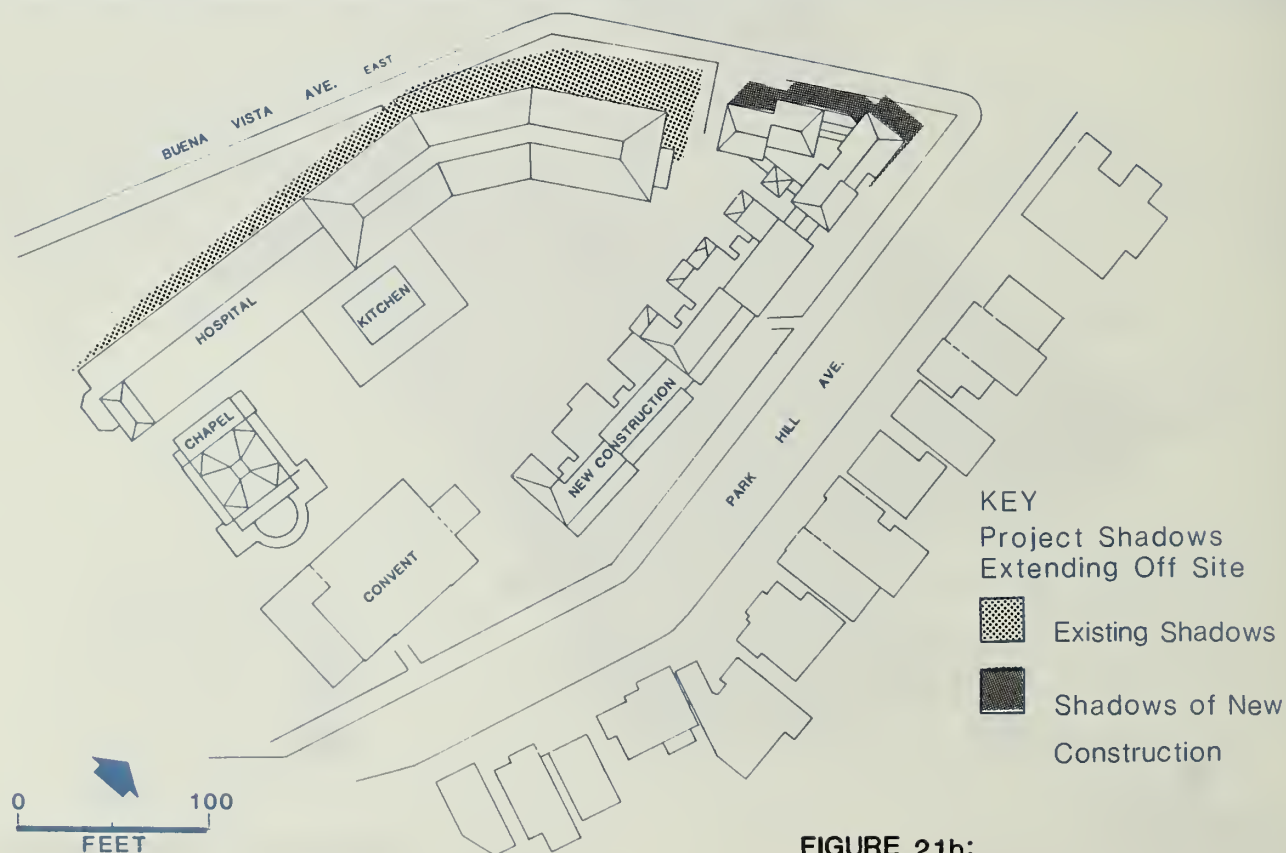
**FIGURE 20c: Shadow Diagram,
March/September 4:00 P.M.**

SOURCE: Environmental Science Associates, Inc.



SOURCE: Environmental Science Associates, Inc.

FIGURE 21a:
Shadow Diagram, June 22 8:00 A.M.



SOURCE: Environmental Science Associates, Inc.

FIGURE 21b:
Shadow Diagram, June 22, 12:00 Noon

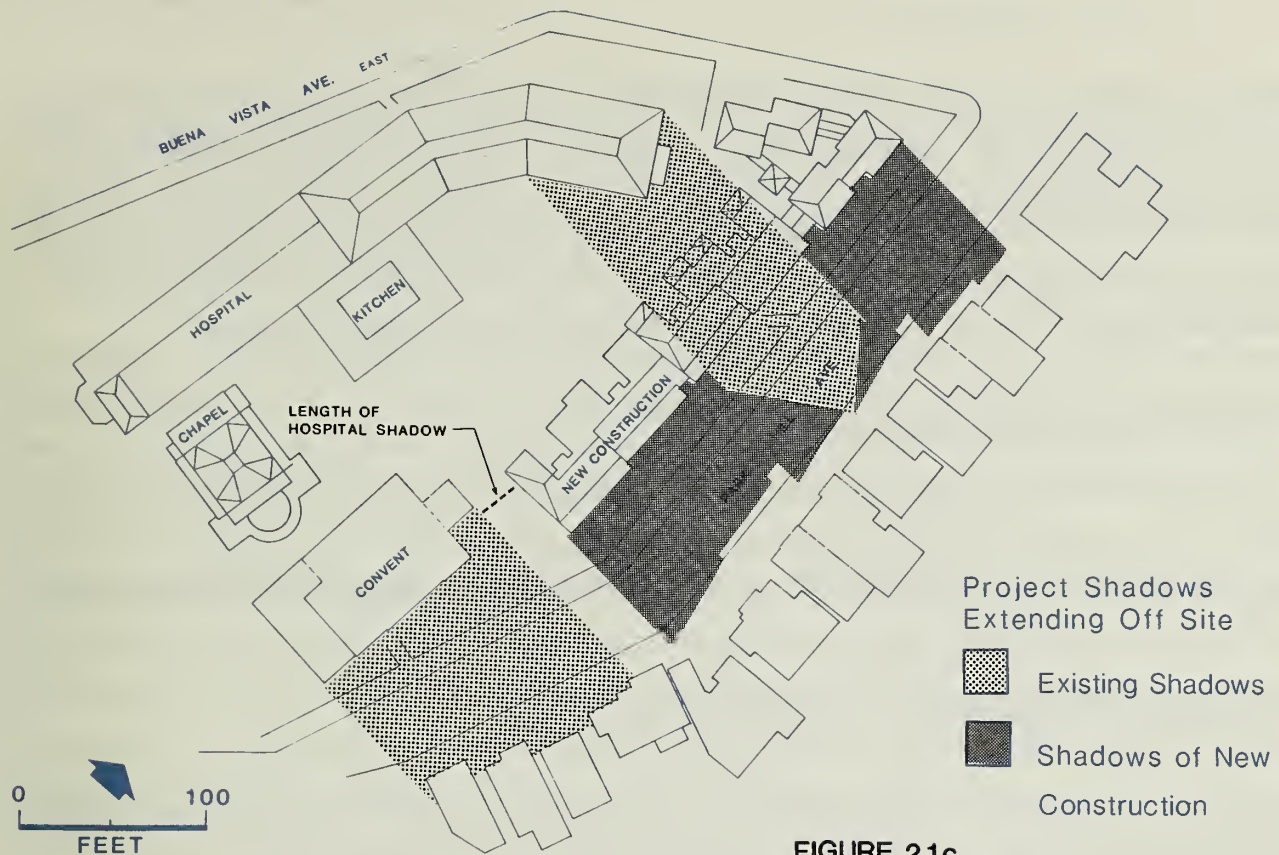


FIGURE 21c

Shadow Diagram, June 22, 4:00 P.M.

SOURCE: Environmental Science Associates, Inc.

During summer no shadows from new construction would be cast off-site, except at 8:00 a.m. and 4:00 p.m. when shadows would extend onto the eastern (project side) of Buena Vista Ave. East, and onto the northwestern sidewalk (project side) and roadway of Park Hill Ave., respectively. In spring and fall around 4:00 p.m., shadows would be cast onto some houses along Park Hill Ave.

On December afternoons (4:00 p.m.) about 20 ft. of the corner residence on Buena Vista Ave. East at Park Hill Ave. (267 Buena Vista Ave. East) would be shaded by new construction. On spring and fall afternoons, about 50 ft. along the northern part of Park Hill Ave. and about 100 ft. just north of the bend in Park Hill Ave. would be shaded by the new construction. The southern and southwestern walls of the residence at 267 Buena Vista Ave. East and the western walls of the residences at 45, 47 and 49-51 Park Hill Ave. would also be shaded. Shadows would extend in the sideyards between these residences.

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Shadow increases on spring, fall and winter afternoons would be minimal because most of the new shadows would coincide with the shadows cast by the existing hospital buildings and the topography of Buena Vista Park. Increased shadows attributable to the new construction would be the most pronounced on summer afternoons, when they would shade the project sidewalk (west side), most of the roadway of Park Hill Ave. and at the longest extension, about 15 ft. of the opposite sidewalk (east side) fronting residences.

NOTES - Visual Quality and Shadows

/1/ City and County of San Francisco, 1971, Comprehensive Plan, Urban Design Element, p. 57.

/2/ City and County of San Francisco, 1971, Comprehensive Plan, Urban Design Element, p. 56.

B. TRANSPORTATION, CIRCULATION AND PARKING

Except for the parking-demand discussion, information contained in this section is based primarily on the Park Hill Residential Transportation Study, October 1982. That study is incorporated by reference into this EIR and is available for public review at the Office of Environmental Review, 450 McAllister St., 5th Floor.

CONSTRUCTION TRAFFIC

Trucks hauling excavation materials and debris from the site or delivering building materials to it would increase traffic on local streets during the construction period. Construction workers driving to the site would also cause additional traffic in the site vicinity. The total estimated construction period would be 15 months./1/ An estimated average of six truck stops (12 trip ends) per day would be required during the estimated 15-month construction period. The peak period of construction truck trips would occur during the one-month period when 10,000 cubic yards of earth and 3,000 cubic yards of debris would be removed from the site. Access to the site for construction vehicles would primarily be from Buena Vista Ave. East.

Construction worker vehicle access to the site would be from Buena Vista Ave. East. The existing stairways and footpath entrance on Park Hill Ave. would be used for construction worker access and for dollying small equipment and materials onto the site. This could

IV. Environmental Impacts

result in some use of curbside space for construction vehicles on the west side of Park Hill Ave. which is now used by residents. The construction contractor indicates that use Park Hill Ave. would be kept to a minimum./1/ All construction material and equipment would be stored on site, thus forestalling use of curbside parking space on the site

frontages for storage purposes and precluding potential traffic hazards from impaired lines-of-sight. During this one-month period, a maximum of 35 truck trips (70 trip ends) per day would occur at the project site.

These trips would be especially noticeable to neighborhood residents, as there are now few truck trips in this residential neighborhood. Large trucks (particularly trucks hauling excavated materials and debris) could also affect lines-of-sight for other drivers at the intersection of Buena Vista Ave. East and Park Hill Ave. The project contractor and the Department of Public Works cannot specify haul truck routes at this time./1,2/ The Department and the contractor would make this determination close to the start of construction in order to consider traffic conditions occurring at the time of project construction. Factors considered in determining an appropriate route include concurrent construction activities along potential routes, streets known to be hazardous, street engineering specifications, intersection geometrics, and sensitive land uses. The contractor would meet with the Department of Public Works to determine a route that would minimize the impacts of construction truck traffic.

Construction workers would principally commute in their personal vehicles rather than make much use of public transit. During the months of peak construction activity there would be approximately 150 workers commuting to the site each day./3/ Assuming an average vehicle occupancy of 1.3 persons, and no transit use, there would be about 115 vehicles to be parked on streets in the area. These vehicles could not all be parked along or directly across from the site on Buena Vista Avenue East or on Park Hill Avenue, as there are now 97 such vehicle spaces and some are now in use by existing residents of the immediate site area. However, construction worker parking would occur in the day, when existing demand for curbside spaces is least. For those construction workers who would be unable to park along or across from the site frontage, other spaces now left vacant during the day by existing parkers along Roosevelt Way and elsewhere along Buena Vista Ave. East would accommodate these vehicles. Competition for spaces along these streets would be increased during the day due to the parking requirements of construction workers.

TRAFFIC AFTER FULL OCCUPANCY OF THE PROJECT

Vehicular Traffic

The project would replace the present temporary use of the site by about 60 Children's Hospital employees, with a residential use of 200 units. The units would be expected to generate about 1,400 person trip ends per day, with about 140 person trip ends occurring during the p.m. peak hour between 4:00 and 6:00 p.m. (see Appendix E, p. 130)./4/ On the basis of U.S Census data for the tract in which the project site is located, 40% of the project residents would travel to and from the site on transit; 55% in automobiles, and 5% would use other non-auto modes of travel/5/. Assuming an automobile occupancy of 1.3 persons per vehicle, the project would generate about 600 vehicle trip ends per weekday, 10% of which, or 60 vehicle trip ends, would occur in the p.m. peak hour between 4:00 and 6:00 p.m./4/

Both driveways to on-site parking would be from Buena Vista Ave. East, which would carry virtually all of the new trips. Some of the new vehicle trips would be oriented westward on the avenue, but most would be oriented toward the east, to major thoroughfares such as Haight, Fell-Oak and Castro Sts., and from those to the downtown or the Central Freeway. There are now about 200 vehicle trips on Buena Vista Ave. at Park Hill Ave. during the p.m. peak hour, 35 of which are by the Children's Hospital employees now working in the hospital building. The proposed 200 residential units would generate about 50 trips at this intersection during the p.m. peak hour for a net increase of 15 vehicle trips (50 minus the 35 existing trips) or about an 8% increase over the current 200 trips. Net increases on Park Hill Ave. attributable to the project would be also about 8%, resulting in a few new p.m. peak-hour vehicle trips added to the 30 trips now occurring there.

Because there are several eastward routes from the site, it is not possible reliably to predict traffic volumes from the project on each of these streets. These trips would be dispersed on various routes into and out of the neighborhood. The total increase of vehicle trips on any one street would not be enough to cause a noticeable increase in any current delays for drivers at intersections in the project vicinity, or for drivers on Haight St., Castro St., 14th St., or Roosevelt Way. With the increases in traffic on Buena Vista Ave. East and on Park Hill Ave., volumes on those streets would remain light in relation to capacity./6/

Parking

On-Site Parking

As required by Section 151 of the City Planning Code, the project would provide one off-street parking space for each residential unit, for a total of 200 spaces. A 200-stall, self-park parking garage would be constructed under the proposed townhouse structures. A new 12.5 ft. wide driveway immediately adjacent to the former hospital building would allow vehicles to enter the site along the west side of the new townhouse structures. The driveway would lead to a one-way down ramp, with a 14 ft. width and 16% grade, which would descend into the first of three split levels of subsurface parking. The first level would contain 78 parking spaces; the second level, 78 parking spaces; and the third level, 44 parking spaces (see Figures 8-11, pp. 19-22). About half of the 200 parking stalls would be designed for compact cars and five would be for handicapped persons. Wall-to-wall separations (and hence aisle and maneuvering space) would be standard./6/ Ramps between pairs of subsurface levels would be two-way, 22.5 ft. wide with a 16% grade. A second driveway exit/entrance would be located westerly of, and closer to the intersection of Park Hill Ave. and Buena Vista Ave. East, at the location of the driveway presently serving the parking lot. Project construction would remove the curb cut at the existing driveway east of the hospital building; a curb cut would be added on Buena Vista Avenue East for the new driveway leading to the subsurface garage.

At this time, no separate off-street freight loading space has been designed. The provision of one off-street loading space would be required by Section 152 of the City Planning Code and is recommended by City Planning Commission Resolution No. 9286. Freight movement of household goods would peak as the residential units are initially occupied and would probably occur infrequently thereafter. The loading space requirement could be waived by the City Planning Commission as part of the PUD application (Section 304 of the City Planning Code). If waived, loading would occur either on Buena Vista Ave. East or on the interior driveway as no vehicle or pedestrian access is proposed from Park Hill Ave.

Parking Demand

Estimated weekday and weekend parking demands per dwelling unit at the proposed project are based on findings of a survey of parking demand at two residential complexes

IV. Environmental Impacts

in San Francisco, Telegraph Landing and Diamond Heights Village,^{7/} and on surveys at 56 apartment and condominium complexes in the greater Bay Area and Sacramento Valley.^{8/} The survey of parking demand at Telegraph Landing and at Diamond Heights Village is discussed in Appendix E, Parking Demand Study, p. 137). As none of the 56 developments surveyed in the second study^{8/} are located in San Francisco, the Wilbur Smith study was prepared to determine parking demand from projects within San Francisco as comparable as possible to the Park Hill Residential project. Results from the Wilbur Smith report should be considered more indicative of parking demand at the proposed project than those from the second study; however there is no objective basis for determining how much weight should be given to either study.

Available parking demand data for multi-family residential developments do not separate visitor demand from resident demand. In multi-family residential developments, the number of working adults per household (dwelling unit), the number of bedrooms per dwelling unit, and the availability of transit service are factors which affect parking demand. Available data sample a range of these factors.

Peak parking demand at the Park Hill Residential project would occur on weeknights when most project residents would be present and some visitor demand would occur. Weekend demand by residents of the project would not typically be as high because some of the residents would be away (but visitor demand would be greater than during the week). Thus, the overall peak weekend parking demand would be expected to be roughly comparable to the peak weeknight demand.

Peak Parking (Weekday/Weeknight)

The study data available, as described above, make it possible to estimate a range for both on-site and on-street parking demand at Park Hill. Peak parking demand, including that from both residents and visitors, at the Telegraph Landing and Diamond Heights Village developments was found to be about 1.0 space per unit. Peak (average) parking demand, including both residents and visitors, at the 56 apartment and condominium developments in the greater Bay Area and Sacramento Valley was calculated to be 1.36 spaces per unit. With these factors (1.0 and 1.36), the peak parking demand for the proposed Park Hill Residential development would range from 200 to 270 spaces, if all 200 units were occupied.

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The proposed Park Hill project would average fewer bedrooms per unit (1.12) than the surveyed complexes (1.27, 2.20, 1.65); see row 3 of Table 1, p. 58. The parking demand factors of 1.0 and 1.36 derived from the surveyed complexes may, therefore, overestimate actual parking demand of the proposed Park Hill project.

On the basis of this range (1.0 to 1.36), total peak parking demand of the Park Hill project would be 200 to about 270 spaces. Project residents would probably park in the 200 spaces provided on-site or in the 97 total curbside spaces on the Buena Vista Ave. East (66 spaces) and Park Hill Ave. (31 spaces) frontages of the site. This does not mean that all project residents would limit their parking to those spaces. Residents at the new construction may tend to seek parking on Park Hill when not using the garage. Because there would be no pedestrian access to the site from Park Hill Ave., parking on this street would not be as convenient as parking on Buena Vista Ave. East and probably not as convenient as in the garage.

Even if the total peak demand for parking were to be less than or equal to the 200 on-site spaces provided, parking at the project would not always be confined to the 200 on-site spaces. Visitors' cars, second cars of some units' occupants, and short-term parking by residents who have garage stalls would contribute to a demand for use of curbside spaces. This use of curbside parking cannot be precisely estimated. Demand for curbside spaces would be affected by the operation of the proposed garage. For example, if spaces in an on-site garage are restricted to resident use only, then all visitors would have to park on-street. Conversely, if none of the garage spaces were assigned or reserved (i.e. made available to both guests and residents), on-street parking would be expected to be less than if on-site spaces were restricted. Knowledge of where a stall is available may encourage a resident to use the garage even for a relatively short period of time. Design factors such as convenience of access to dwellings, space to maneuver around vehicles stopped in aisles, ease of spotting vacant stalls, etc. also determine how much a garage will be used. Attendant parking can make full use of a garage but can discourage its use if understaffing causes waits during peak activity.

Assignment of spaces to the control of the individual unit owners or tenants is common in condominium and apartment complexes; this discourages full use of on-site parking. If visitors were to be allowed to use on-site garage spaces, off-site project parking demand would be reduced. Security gates, which would prevent visitors from parking on-site, are not proposed at this time.

TABLE I: PARKING DEMAND STUDY - PARK HILL RESIDENTIAL PROJECT

	Number of Units*	Number of Bedrooms*	Number of Bedrooms Per Unit*	Comparative Factors Affecting Parking Demand					Number of Parking Stalls	Parking Stalls Per Unit	Total Spaces Demanded (On- and Off-Site)	Peak Parking Demand Space Per Unit
				Studios**	One Bedroom	Two Bedroom	Three Bedroom	Occupancy Rate (%)				
Diamond Heights Village	396	504	1.27	135	153	108	---	100	396	1	392	0.99
Telegraph Landing	189+	374+	2.02	---	12	169	8	100+	189+	1	202	1.07
Sacramento Bay Area Projects 56**	171	269	1.65**	---	---	---	---	96	---	---	20-175	1.36
Proposed Park Hill Project	200	223	1.12	9	166	25	0	100	200	1	198-272	.99-1.36

* Based on interviews with managers of subject properties conducted by Wilbur Smith and Associates on November 19 and December 3, 1982.

** Comparative factors are based on average of units and bedrooms provided in the 56 residential projects.

*** Studios are counted as one bedroom.

+ There are five (5) commercial spaces, which residents cannot use.

SOURCE: Wilbur Smith and Associates; TJKM Transportation Consultants; and Environmental Science Associates.

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Parking demand comprises both on-site demand and on-street demand. On-street peak parking demand at Telegraph Landing and Diamond Heights Village was calculated to be between 0.2 and 0.4 spaces per unit (see Appendix E, Parking Demand Study, p. 137 and Table E-3, p. 142.). With these factors, the proposed Park Hill project would generate peak on-street parking demand of between 40 and 80 spaces. The survey of the 56 developments did not specifically address curbside parking factors.

The demand for curbside parking could be met by full use of existing curbside parking on Buena Vista Ave. East and on Park Hill Ave. by the project's motorists. That is, the proposed on-site parking spaces, in conjunction with the typical number of existing observed vacant curbside spaces on the Buena Vista Ave. East and Park Hill Ave. project frontages would be sufficient in number to meet the estimated peak demand. As stated above, however, it is not possible to predict the variables of human behavior which would determine how often curbside parking would be sought rather than garage parking. There could be competition for spaces on Park Hill Ave., and existing residents of Park Hill Ave. might not always be able to park directly in front of or directly across the street from their homes. Competition for parking beyond the site frontage would change little as a result of the project.

Parking (Weekend)

Weekend parking demand for visitor spaces, particularly on holiday or summer weekends, could exceed the available supply of on-street parking immediately surrounding the project site. If the project generated the peak estimated curbside demand of 80 spaces, this demand could cause competition for parking space beyond the frontage immediately surrounding the site and onto other blocks in the neighborhood. If parking along residential frontages within one-block of the site were 90% occupied, as was indicated by the survey conducted on Sunday, August 15, 1982, competition for parking beyond the site frontage could occur. If parking occupancy were at 75%, as indicated on Sunday, September 26, 1982 no further competition would be expected to occur (see Appendix E, pp. 130-132 and Figure E-3, p. 135 in Appendix E).

TRANSIT

Transit use by project would be about 560 person trip ends per day with about 60 occurring in the p.m. peak hour.^{5/} This would mean 60 persons per hour (40% of the estimated 140 peak-hour person trip ends) riding Muni to and from the site during the peak morning

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and afternoon commute hours. If all were to use the 37 Corbett line this would represent about 15 additional patrons per bus during the peak hour commute; in the p.m. rush, most of these would transfer to the 37 Corbett line from connecting lines. The 37 Corbett runs every 15 minutes during peak hours. Each bus has a maximum recommended capacity of 75 persons. The line now operates with a ridership of about 60% of capacity./9/ The addition of 60 persons on the 37 Corbett line during peak hours could increase ridership by an amount equal to 20% of capacity, half of the unused capacity.

The 37 Corbett bus travels westbound on Buena Vista Ave. East. In the westbound lane, the buses are not likely to encounter interference from vehicles entering and leaving the site as driveways are on the south side of the street.

EMERGENCY VEHICLE ACCESS

The interior driveway can pose an access problem for fire-fighting equipment. Access to the interior of the site would be especially important for the new townhouse and parking structures as there would be no other direct vehicle access to units fronting the interior courtyard. The roadway geometrics of the driveway have not yet been designed; however the interior of the site could accommodate a turnaround space for firefighting equipment. The San Francisco Fire Department would review and approve project site plans as part of the building permit application; if changes to the interior driveway are necessary, the project sponsor would then be required to make them before approval of the building permit.

CUMULATIVE TRANSPORTATION, CIRCULATION AND PARKING IMPACTS

The preceding impact analyses assumed that the 18 parking spaces in front of the St. Joseph's College of Nursing building would not be used by residents of the project or by residents of the area. On November 4, 1982, the City Planning Commission approved a project that would remodel the College of Nursing building into a 60-unit bed and care facility (catering to people who need special short-term care after having been released from hospitals) with 11,800 gross (9,800 net) sq. ft. of ancillary medical office space. No on-site parking is proposed for the bed and care project; there are 18 perpendicular parking spaces immediately in front of the former College of Nursing building. It is anticipated that during the day most of the existing 18 curbside spaces would be used by employees

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of this building (11 full-time and seven part-time) and visitors. Should parking demand for the bed and care facility exceed expectations, the additional demand would be expected to use on-street parking nearby. However, the peak demand for parking spaces associated with the proposed bed and care facility would occur during weekdays, and would not coincide with the peak weeknight and weekend demand of existing neighborhood residents and residents of the proposed Park Hill residential project. About 10-15 p.m. peak hour vehicle trips would be expected from the bed and care facility./10/

Two blocks north of the site is a new 18-unit condominium development at One Baker St. As of March 14, 1983, none of the units were occupied./11/ At full occupancy, this development would generate a total of seven p.m. peak hour vehicle trips.

The bed and care facility, the One Baker St. condominiums, and the proposed project would generate about 80 to 90 vehicle trips ends during the p.m. peak hour. This cumulative effect would not be noticeably greater than the effect of the proposed project alone (60 p.m. peak-hour vehicle trips).

NOTES - Transportation, Circulation and Parking

/1/ Hans Groffie, Williams & Burrows Inc., General Contractors, letter, August 19, 1982 and telephone conversation, March 1, 1983..

/2/ Harvey Kwan, Engineer, Department of Public Works, Bureau of Engineering, Division of Traffic, telephone communication, March 16, 1983.

/3/ Assumes that two-thirds of the construction work would be completed in 10 months.

/4/ Person trip generation estimates are based on a 1980 study by Caltrans of the Lake Merced Hills condominiums on Lake Merced Boulevard in San Francisco. (California State Department of Transportation, Thirteenth Progress Report on Trip Ends Generation Research Counts, June, 1981, Caltrans.) The results of the Lake Merced study were similar to those of other such studies of condominium and rental apartments elsewhere in the Bay Area. There were 5.7 weekday vehicle trips per unit, 10% of which occurred during the peak hour. Average vehicle occupancy was 1.3 persons per vehicle. This study is on file and available for public review at the Office of Environmental Review, 450 McAllister St., 5th floor.

/5/ 1970 U.S. Census, and Gail Bloom, Transportation Planner, Department of City Planning, telephone conversation, March 4, 1983. The 1980 Census data for travel modes by census tract are not yet available. The 1970 Census reports that 34% of the residents used public transit for journey-to-work trips in Tract 170, the tract in which the project site is located. The estimated 40% transit ridership is based on present availability of the Muni Metro service which began operation subsequent to the 1970 Census.

/6/ Institute of Transportation Engineers 1982, Transportation and Traffic Engineering Handbook.

IV. Environmental Impacts

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/6/ Institute of Transportation Engineers 1982, Transportation and Traffic Engineering Handbook.

IV. Environmental Impacts

/7/ "Parking Demand Study, Park Hill Residential Project", Wilbur Smith and Associates, December 22, 1982. "Diamond Heights Village", near Twin Peaks, and "Telegraph Landing", northwest of Telegraph Hill, were surveyed. The Wilbur Smith Study is on file and available for public review at the office of Environmental Review, 450 McAllister St., 5th Floor.

/8/ A compilation of studies during 1978-82 of parking demand at 56 condominium complexes was made by TJKM, Transportation Consultants. This study is on file and available for review at the Office of Environmental Review, 450 McAllister St., 5th floor.

/9/ From rider check data compiled by the Muni Planning Department, taken of outbound buses at Market and Castro Streets (1981).

/10/ Trip Generation, Institute of Traffic Engineers, 1979.

/11/ Keith Botton, Superintendent, One Baker St., telephone conversation, March 15, 1983.

C. PARK AND RECREATION FACILITIES

The project would increase the population of the Buena Vista neighborhood and the City by about 300-350 persons (based on an expected average household size of 1.5 to 1.75 persons). This added population in the Buena Vista neighborhood would raise demand for recreation facilities and open space in the area. Recreation facilities proposed as part of the project include a sundeck on top of the hospital building and an exercise room.

There are no publicly available data concerning demand for recreation space by San Francisco residents./1/ National standards indicate that the project would raise demand for neighborhood park space by about 3/4 of an acre./2/ With project demand partially served by the recreational facilities to be included as a part of the project, nearby parks would be expected to accommodate the increased demand by project residents for open space and recreation activities such as hiking and sunning.

To the extent that project residents visiting the park do not use designated pathways, they could accelerate hillside erosion in the park. The Friends of Buena Vista Park are concerned that increased use of Buena Vista Park by Park Hill residents and others would aggravate existing erosion problems, necessitate additional trail repair and improvements, and increase the use of undesignated pathways./3/

The project would create an additional demand for recreational facilities, such as tennis courts, located in the vicinity of the project. National averages indicate that 25%,

Operational Energy Requirements

Proposed Energy Design

The project would be designed to comply with the prescriptive building energy efficiency standards of Title 24 of the California Administrative Code, which specify the degree of insulation, weatherstripping, glazing, lighting, and other features required for new buildings./2/ Electricity would be used for lighting, heating, ventilation, cooking, elevator operation, appliance operation, water heating, and plumbing system pumping. The project would make no use of solar energy. No air conditioning system is proposed.

The primary use of electricity would be for space and water heating. Inefficient energy consumption could also result from loss of heated air from the building or intrusion of outside air into the building through doors and other openings.

The lighting system would be a large consumer of energy in the project. Illumination of interior spaces would be provided primarily by lights at an average of about 0.39 watts per sq. ft. The main hospital building would be suitable for daylighting because it is long and narrow and is oriented north to south, thereby allowing exterior light to penetrate into the building interior. Excessive solar gain of the east- and west-facing walls of the hospital building would be minimized because the concrete floors and heavy exterior wall construction of this building would stabilize interior temperatures and would not transmit heat readily.

The locations and orientations of the existing buildings and the new construction would affect the amount of heating required for the project. The existing project structures are arranged on the north, west, and south portions of the site. The approximately north-south orientation of the main hospital building, combined with its relatively narrow width, will permit very little heat gain from passive heating of south-facing walls. The north-south orientation of the new construction would also limit passive solar heat gain in the townhouse structures. In addition, shadows from existing structures and existing non-deciduous trees would severely limit the solar day during the winter, when passive solar heating has the greatest potential to offset mechanical heating needs. The existing convent and chapel buildings have larger south-facing wall areas than the hospital and would receive proportionately more solar heat gain during the winter.

Proposed Energy Budget

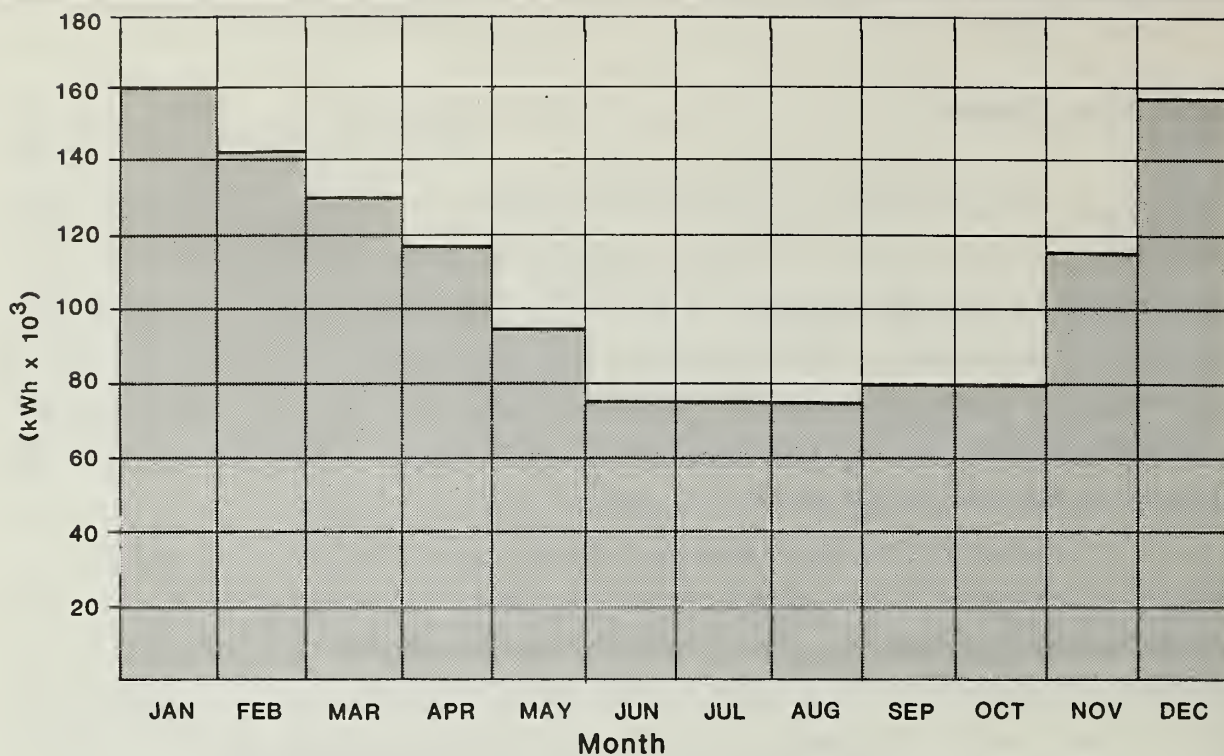
No natural gas use is currently proposed for the project./3/ The project operation would require about 1.3 million kWh of electricity annually and no (zero) natural gas. This would equal about 13.3 billion Btu at source (or 83,000 Btu per sq. ft.). Electrical consumption would rise from about 75,000 kWh per month during the summer to about 160,000 kWh per month during the winter. Heating with electricity is less efficient than with natural gas. The above figures do not include energy use for exercise facilities such as a swimming pool, jacuzzis, hot tubs, and/or saunas.

Electricity consumption in the winter would peak between 5:00 and 8:00 a.m. and again between about 6:00 and 9:00 p.m. Peak electrical consumption would be about 400 kWh or 25 Btu per sq. ft. per hour. This would be about three times the average electrical load during the day, which would occur on winter mornings. These peak periods would not coincide with PGandE's systemwide peak period, which occurs between noon and 6 p.m. on summer afternoons. The buildings' peak demand of about 400 kW would be equal to about 0.002% of PGandE's systemwide peak electrical demand. Estimated peak day demand and average annual electricity consumption curves for the project are shown in Figure 22, p. 66.

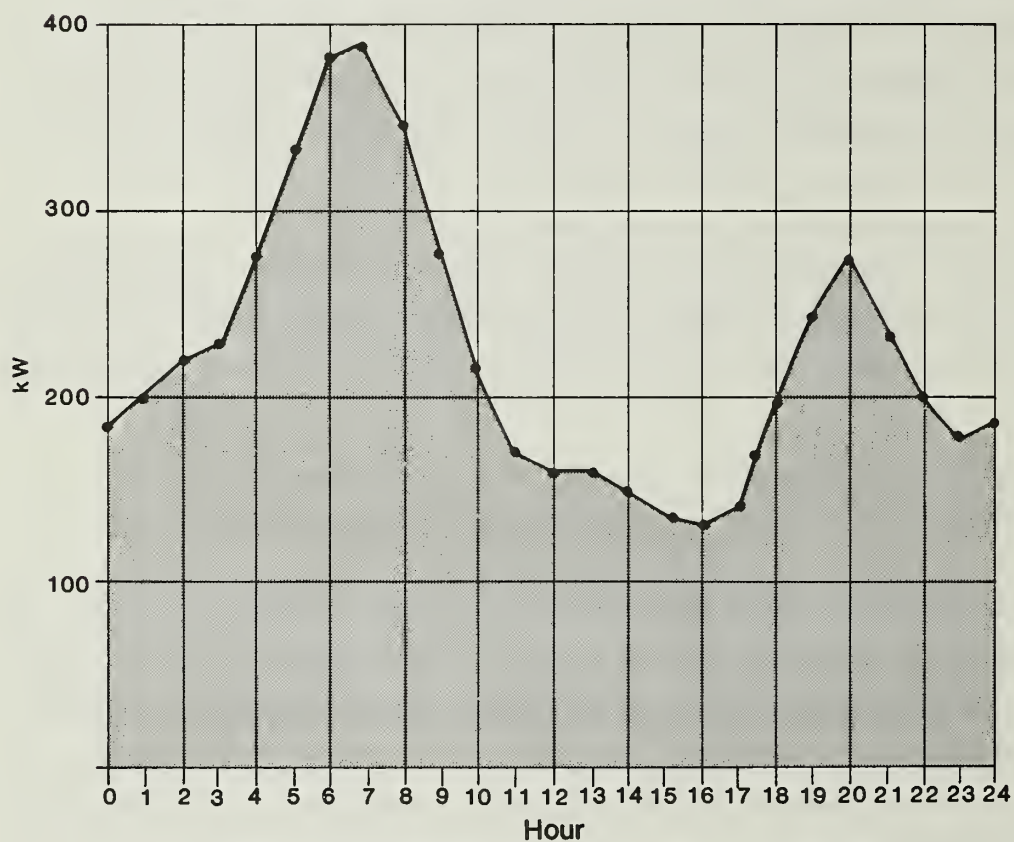
The total annual energy budget of the project, including both new construction and existing structures to be renovated, would be about 15 billion Btu, or 450 billion Btu over the 30-year life of the project. This would be an increase of about 350% in annual energy use on the site.

Transportation Energy

Project-related transportation would cause additional, offsite energy consumption. For the project trip generation described in Section IV. B., project-related trips would require about 136,000 gallons of gasoline and diesel fuel annually. The total annual transportation demand, converted by at-source factors to a common unit, would be about 19 billion Btu. This projected use is based upon the mix of road vehicles expected in California in 1985. Generally, statewide average fuel use per mile is expected to decline until 1985 as the vehicle fleet becomes more efficient.



ANNUAL ELECTRICITY CONSUMPTION BY MONTH (kWh x 10³)



PEAK DAY (January)

FIGURE 22: Projected Electrical Load Distribution

SOURCE: Environmental Science Associates, Inc.

Energy Conservation Regulations, Plans, and Policies

An energy audit would be conducted prior to construction as required by the Residential Energy Conservation Ordinance (No. 7282). The project design would be modified as necessary to implement Title 24 standards. Compliance to the standards would be verified by a Certificate of Compliance.

As an infill development, the project would be consistent with City energy policies to establish land use patterns that reduce the number and distance of transit and vehicle trips. The project would also be consistent with City energy policy to discourage use of master metering. Where interior wall modifications are proposed in the existing buildings, the project would be consistent with City policies to insulate existing housing; all new construction would meet Title 24 insulation requirements. The project would not address policies to increase the use of renewable and alternative energy systems (see Appendix F, p. 144, for a discussion of applicable energy policies).

Cumulative Energy Consumption

Energy requirements for approved and recently proposed development in San Francisco would increase annual electricity consumption by more than 300 million kWh, which would be about 13% of PGandE's projected systemwide increase over the next ten years./4/

Cumulative demand for electricity by approved and recently proposed projects in San Francisco would increase electrical demand in the PGandE service area by about 0.4%. PGandE's reserve margin, the amount of excess capacity over demand that serves as a safety allowance, is estimated at about 14% for 1982. This reserve margin is projected to rise to about 25% as the Diablo Canyon nuclear power plant comes on line, then decline slowly during the late 1980's to about 18% in 1990. The additional electrical demand created by the project and other projects approved or under consideration by the City could be accommodated by existing and planned PGandE facilities.

NOTES - Energy

/1/ Hannon, B. et al., 1978, "Energy and Labor in the Construction Sector," Science 202: 837-847.

/2/ Prescriptive standards consist of required design features that ensure a minimum level of energy efficiency.

/3/ Kaplan/McLaughlin/Diaz, Leon Sugarman, Architect, telephone communication December 15, 1982.

/4/ Pacific Gas and Electric Company, 1982, Forecast of the Demand for Electricity Within the Pacific Gas and Electric Company Service Area, 1982 - 2002; Electricity Technical Supplement.

E. GROWTH INDUCTION

The Park Hill Residential project would provide a total of 200 new housing units; 153 of these units would be in rehabilitated St. Joseph's Hospital buildings and 47 units would be in new buildings. This project would increase the residential population on the site by 300 to 350 people (based on an expected average household size of 1.5 to 1.75), as the site is currently not used for residences. This increased population would increase demand for retail and recreational facilities in the Buena Vista neighborhood.

The project would provide about 160 person-years of employment during the 15-month construction period and generate up to five permanent jobs for management and maintenance of the residential development. No jobs would be eliminated by project implementation; employees of Children's Hospital who currently work at the site would be transferred to existing offices in the vicinity of Children's Hospital, located at 3700 California St.

This development would require a zoning reclassification to RM-2 from the existing RH-2 district. An RM-2, combined with authorization of a PUD, could allow development of up to 274 units, 74 units more than the proposed project. For comparison, the existing RH-2 district could allow development of 74-88 units without a PUD and up to 109 units with a PUD.

The overall effect of the proposed zoning reclassification would be to increase the residential unit density on the project site and in the area. The area within approximately 300-ft. of the project site is zoned RH-2, RH-3 and RM-1 (see Figure 11, p. 25). These districts are not developed to the maximum density permitted by the City Planning Code. Within this 300-ft. radius, the average existing unit density within the RH-2 district is 28 units per acre; within the RH-3 district, 36 units per acre; and within the RM-1 district, 74 units per acre./1/ For comparison, the project would develop 80 units per acre. The unit density of the project would be about 185% greater than the unit density in the RH-2 district (within a 300-ft. radius); about 122% greater than in the RH-3 district, and about 8% greater than in the RM-1 district.

IV. Environmental Impacts

The project would probably not encourage additional residential development as the surrounding neighborhood is already predominantly residential and potential nearby development sites are limited. The project could set a precedent for reclassifying several lots adjacent to the south of the site which are owned by St. Joseph's Hospital to a higher density than the existing RH-2 district (Assessors Block 2607, Lots 15, 16, 17, 18 and 22; see Figure 1, p. 10). The project could encourage rezoning of adjacent areas to a higher density such as RM-2 because the higher density district on this site could be extended without resulting in spot zoning.

If the former School of Nursing site were rezoned to RM-2, it could contain 42 dwelling units without Conditional Use authorization, or 62 units with a Conditional Use authorization for a PUD. If the adjacent vacant parcels owned by St. Joseph's Hospital were rezoned to RM-2, those lots could contain 26 dwelling units without a Conditional Use authorization, and 40 dwelling units with a Conditional Use authorization for a PUD.

The current residences of the occupants of the proposed project are not now known. It is expected that a portion of the proposed units would be sold to existing San Francisco residents and homeowners. Current San Francisco residents who would purchase units in the proposed project would vacate existing housing, a portion of which would be purchased or rented by nonresidents. The project would consequently serve existing resident population as well as new residents to the City.

The Park Hill Residential project would not require the expansion or extension (from main terminals or substations) of utility lines to serve the site. The types and locations of existing gas and electricity feeder lines currently serving the site would need to be altered, but this would not require an expansion of capacity.

NOTE - Growth Induction

/1/ Unit density information is based on the Street Address and Ownership files and Parcel/Lot Books available at the San Francisco Assessor's Office. Units per acre are the existing units per net acre of residential land within each zoning district; roadways, sidewalks and vacant lots are excluded from the land area computation. The number of bedrooms per unit is another indicator of probable population density. However, there are no publicly available Census or Assessor's data which specify numbers of bedrooms per unit.

V. MITIGATION MEASURES

In the course of project planning and design, measures have been identified that would reduce or eliminate potential environmental impacts of the proposed project. Some of these measures have been or would be adopted by the project sponsor, architects or contractors; some may be implemented by public agencies, and the remainder are not included in the project or are under consideration. The City Planning Commission could require that some or all of these measures be included as conditions of project approval, if found to be warranted. Each mitigation measure and its status are discussed below. Where a measure has not been included in the project, the reasons for this are discussed.

A. VISUAL QUALITY AND SHADOWS

MEASURES PROPOSED AS PART OF THE PROJECT

- The new townhouse structures would be designed to complement the Spanish Renaissance Revival architecture, thus avoiding sharp contrasts with the architectural style of the former hospital buildings which is familiar to viewers of the existing site. The color of the new buildings would be light, the windows small-scaled and rectangular, and the roofs hipped and tiled.
- The proposed new construction would be set back from the property line to preserve much of the existing landscaping along Park Hill Ave.
- Additional landscaping would be planted along Park Hill Ave. to further buffer views of the new development from the surrounding neighborhood and to moderate the institutional look of the existing grounds of the former hospital complex.
- The main stairway and footpath entrance located next to the new townhouse construction would be eliminated on Park Hill Ave. to provide security and privacy to existing neighborhood residents and to discourage parking on Park Hill Ave. by residents of the project.

B. TRANSPORTATION, CIRCULATION AND PARKING

MEASURES PROPOSED AS PART OF THE PROJECT

- The project sponsor would pay the cost of installation of a stop sign and associated pavement control markings on the Park Hill Ave. approach to Roosevelt Way, if requested by the Department of Public Works' Traffic Bureau. This measure could help minimize the increased potential for traffic hazards at this intersection which has impaired lines-of sight.
- To prevent interference with neighborhood traffic and circulation and increased use of curbside parking spaces, all construction equipment and materials would be stored on site. This would also eliminate potential line-of-sight hazards caused by on-street storage of construction equipment.
- During the one month of excavation and grading activities, the project sponsor would require the contractor to wet down haul truck loads leaving the site. Implementation of the measure would minimize potential spills of earth and debris which would be a nuisance to neighborhood residents and could cause traffic hazards.
- The general contractor for the project would meet with the Department of Public Works to establish haul truck routes that would minimize impacts to residents and businesses along haul truck routes.

MEASURES NOT INCLUDED AS PART OF THE PROJECT

- Valet parking could be provided to meet the parking requirements of the project. On the assumption that parking spaces would not be assigned to individual units, valet parking would decrease on-street parking demand of the project by allowing the garage to be fully used at all times by project residents and their guests. Construction of fewer underground parking levels would be required for valet parking because 200 valet parking spaces would need less aisle and maneuvering area. Valet understaffing at peak activity could discourage garage use. The cost of providing valet parking service would increase the monthly homeowners' fees, and would therefore affect the affordability and marketability of the proposed units.

C. PARK AND RECREATION FACILITIES

MEASURES PROPOSED AS PART OF THE PROJECT

- To meet some of the recreational demand created by the project residents, the project would include open space (consisting of garden landscaping, footpaths and sitting areas), an indoor health club and a sundeck.

MEASURES NOT INCLUDED AS PART OF THE PROJECT

- The project sponsor is currently considering installation of a private outdoor swimming pool south of the hospital building as part of the project. Implementation of this measure could decrease demand for off-site public recreation facilities. Construction of a swimming pool would depend on space available on the site and climate suitability for an outdoor pool in this part of San Francisco.

D. ENERGY

MEASURES PROPOSED AS PART OF THE PROJECT

- All water heaters would be located as close as possible to the point(s) of use and all hot-water pipes would be insulated.
- Window area on the south sides of the new construction would be maximized and window and door areas on the north sides would be minimized.
- All existing windows would have weatherstripping added to reduce air infiltration and their frames would be sealed with long-life caulking to prevent infiltration between them and the walls.
- All exit doors of each unit, including those to interior halls, would be weatherstripped.
- Interior and exterior lighting would be primarily by energy-efficient light sources such as fluorescent fixtures.
- Multiple trash bins would be installed in place of single units, to encourage source separation of recyclable material.

V. Mitigation Measures

- Windows would be included on south-facing walls of the new construction, wherever suitable.
- Stairways would be prominently located adjacent to all elevators in the new construction, which would encourage their use; stairways exist near elevators in the existing hospital and convent buildings.
- Prior to final project design, the sponsor would meet with the Energy Conservation Department of the San Francisco Public Utilities Commission to discuss additional conservation measures which could be included in the project.

MEASURES UNDER CONSIDERATION

The City Planning Commission could, as a condition of project approval, require the sponsor to prepare and submit a report to the Department of City Planning (Energy Group) that would assess the cost effectiveness of the energy conservation measures listed below. For measures which would not be included in the project, the report would demonstrate why such measures would not be feasible. As part of the condition of approval, the City Planning Commission could also authorize the Department of City Planning to review this report and determine which measures would be required to be included prior to issuing the permit.

- passive solar energy design;
- thermal buffers along north ends of buildings to reduce interior heat loss;
- increase in natural interior illumination (daylighting) through atriums, skylights, etc.;
- exterior shading devices, such as horizontal overhangs on south facing windows -- these devices may also increase air circulation;
- heat reflective glass for all windows except north-facing windows;
- economizer cycle (which increases use of outside air) in air conditioning systems;
- computer monitoring systems for HVAC and lighting;
- alternative energy systems for hot water;
- heat recovery systems.
- use of a central heating plant.

VI. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21067 of the California Environmental Quality Act (CEQA) and with Sections 15040, 15081 and 15082 of the State EIR guidelines, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or other mitigation measures that could be implemented, as described in Chapter V, Mitigation Measures, pp. 70-73.

With the mitigation measures included in the project or available for inclusion, increases in shading, transit use, traffic, parking, public park use, and utility and energy use resulting from the project, as well as the height and scale of the new construction, would fall within the parameters of what is expected in an urbanized area and what is planned for in this area. No demands resulting from the project would exceed the capacities of their respective systems. Therefore, there would be no significant environmental effects resulting from the project that cannot be avoided if the project is implemented.

VII. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY.

While the project would eliminate other options for the short-term use of the site it would not limit the long-term use of the site in the time beyond the life of the project. The project would consume non-renewable resources and fuel but, by reusing the existing buildings instead of building all new dwellings, it would save resources and energy.

The project would increase the population of the immediate neighborhood, however it can be assumed that this population would be accommodated somewhere in the Bay Area with or without the project. Providing housing in an urbanized area and in a neighborhood where sufficient public services and utilities are available further saves resources and energy by reducing the need to extend urban systems into previously unurbanized areas.

On the premise that an increased amount of housing will be required to accommodate an increasing human population in general, the project would preempt housing alternatives that would consume more resources per unit both directly and indirectly. The project can be seen as maintaining and enhancing long-term productivity by leaving more of these resources for future use; therefore the project would not adversely affect the state of the environment.

The sponsor believes that developing the site now rather than leaving options for other alternatives is justified because the site is presently available, because there is presently a market for the type of units proposed in this location, because leaving the existing buildings vacant would continue their deterioration, thus precluding their reuse in the future, and because the Buena Vista neighborhood is likely to remain residential for the foreseeable future and other uses permitted for a residential area were found to be infeasible for the project site./1/

NOTE - Short-Term Uses and Long-Term Productivity

/1/ John M. Sanger Associates, Feasibility Study: St. Joseph's Hospital Site, November 1980.

VIII. ANY SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH
WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE
IMPLEMENTED

Certain amounts of energy and materials used in the construction of the project would be irretrievable. Some energy sources would be renewable (hydroelectric power) and some amount of the material could be recycled at the end of the project's life depending upon the state of the recycling technology and market at that time. The project would not use as much energy and materials as similarly sized housing built entirely new. Extractable minerals below the site would not be accessible for the life of the project. The project would not require development or extension of urban systems which would commit this area to similar uses in the future. The intensification of residential use in the area and on the site, however, could increase the commitment to this use in the future.

IX. ALTERNATIVES TO THE PROPOSED PROJECT

In addition to the "no project" alternative required by CEQA, the alternatives discussed below have been identified by the Office of Environmental Review as those which would reduce or eliminate one or more impacts of the project. Alternatives A, B, and C would each develop fewer units on the site than are currently proposed in the project. The numbers of units proposed in these alternatives would be permitted within several different Planning Code Use (zoning) districts, ranging from the existing RH-2 district to RM-2 (see Table 2, below). The major environmental effects of each alternative are described and compared to those of the proposed project in Table 3, p. 87.

TABLE 2: COMPARISON OF UNIT DENSITY ALLOWED BY RH-2 THROUGH RM-2 DISTRICTS WITH THE PROPOSED PROJECT AND ALTERNATIVES

Applicable Zoning	Allowable Density (1 unit per sq. ft. of lot area or minimum lot size for subdivision)	Total Allowable Units*		Alternative Analyzing Closest Comparable No. of Units
		Without PUD	With PUD	
RH-2	1 unit per 1,500 sq. ft.**	73	109	Alternative B: 109 units
RH-2	Subdivision of site into minimum lot sizes of 2,500 sq. ft.	88 ***	109	Alternative A: 88 units Alternative B: 109 units
RH-3	1 unit per 1,000 sq. ft.**	110	137	Alternative B: 109 units
RH-3	Subdivision of site into 44 lots	132 ***	137	Alternative B: 109 units
RM-1	1 unit per 800 sq. ft.	138	182	Alternative C: 182 units
RM-2	1 unit per 600 sq. ft.	183	274	Alternative C: 182 units Proposed Project: 200 units

* Based on a total site size of 110,000 sq. ft. and Section 209.1 of the City Planning Code.

** Requires Conditional Use Permit.

*** Based on Section 121(d) of the City Planning Code. Subdivision of the 110,000 sq. ft. site into 2,500-sq.-ft. lots could yield 44 lots; two-family dwelling units are permitted as a principal use in the RH-2 district; three-family units are permitted as a principal use in the RH-3 district.

SOURCE: San Francisco City Planning Code and Environmental Science Associates.

The discussion of alternatives describes the basic features of each alternative, compares its effects to those of the proposed project and presents reasons for its rejection by the project sponsor.

ALTERNATIVE A: DEMOLITION OF EXISTING BUILDINGS AND SUBDIVISION (NO SPECIAL APPROVAL REQUIRED)

DESCRIPTION

Development of Alternative A would demolish the St. Joseph's Hospital complex and subdivide the site into 44 lots of 2500-sq. ft. each (2,500-sq.-ft. lots are the minimum or standard lot size in the City). Construction of a two-family dwelling structure on each lot would provide a total of 88 units, 112 fewer than with the project. This alternative would comply with the present RH-2 Planning Code Use (zoning) district, and would not require a zoning reclassification or conditional use authorization for a Planned Unit Development (PUD). As required by Section 151 of the City Planning Code, a minimum of one parking space per residential unit would be provided, or two spaces per structure. A two-car garage could be provided on the ground-floor of each two-unit residential structure in this alternative.

COMPARISON OF IMPACTS

The visually prominent outline of the St. Joseph's Hospital complex would be removed from the City skyline by implementation of this alternative. The proposed townhouse structures would not be constructed along Park Hill Ave.; about 10 units would be constructed in this portion of the site on five of the 44 lots instead of the 47 units that would be constructed in the proposed project. As the entire site would be uniformly subdivided, the interior open space proposed for the project would be replaced by housing units or rear yards of housing units.

The existing shadows cast by the hospital complex would disappear; new shadows would generally be shorter than project shadows, because the housing units would be about 30 ft. high (see City Planning Code, Section 261 for specific regulations that would determine the exact height in each case). For comparison, the buildings of the hospital complex, which range from 76 ft. in height along Buena Vista Ave. East to 50 ft. to 75 ft. on Park Hill Ave.

IX. Alternatives

Alternative A would generate about 55% less traffic and parking demand than the project. The City Planning Code (Section 151) would require that one off-site parking space be provided for each unit, so that a minimum of 88 new parking spaces would have to be constructed on-site. On the basis of parking demand factors ranging from 1.00 to 1.36 spaces per unit, Alternative A would generate demand for 88 to 120 spaces (see Table 3, p. 87). With at least 88 spaces provided on site, and with available curbside parking of 65 spaces on Buena Vista Ave. East alone, there would be an adequate supply of parking. Construction traffic impacts would be somewhat greater than for the proposed project, because of the increased demolition required by this alternative.

Increased demand for park and recreation facilities in the project vicinity would be 55% less than for the proposed project. Recreational use of Buena Vista Park by project residents could contribute cumulatively to the deterioration of pathways and increased erosion, as would the project; however the impact would be proportionately less than for the project. About 30 to 35 project residents would be tennis players; these residents could contribute to increased waiting times for existing tennis players at local courts in the Buena Vista neighborhood.

This alternative would require about 55% less energy than the proposed project. A greater amount of natural resources and manufacturing energy would be consumed by this alternative than by the proposal.

Demolition of the existing buildings would result in additional dust generation and truck trips during the the construction period.

Alternative A would allow development of 88 additional housing units on the site and increase the population by about 130 to 155 persons (based on an average household size of 1.5 to 1.75 persons). The unit density of this alternative would be 35 units per acre, as compared to the project density of 80 units per acre.

STATUS OF ALTERNATIVE A/1/

The project sponsor would not develop Alternative A. The sponsor believes that the existing buildings are well suited for a residential use and have a unique architectural style and historical value that would make them eligible for selection to the National Register of Historic Places.

ALTERNATIVE B: USE OF EXISTING BUILDINGS ONLY (TWO PARKING SPACES PER UNIT)

DESCRIPTION

Alternative B would provide two on-site parking spaces for each residential unit developed. In this alternative, the existing hospital and convent building would be refurbished into a total of 109 units; no new construction of residential units would occur along Park Hill Ave. The existing chapel building would be retained and could be used for a private community room by residents of the Park Hill project.

Alternative B would not require a zoning reclassification, as would the proposed project. It would, however, require a Conditional Use authorization for a Planned Unit Development (PUD) for development of up to 36 units more than would be allowed in an RH-2 district (73 units) without a PUD. A PUD would also be required for adjustments to rear-yard and parking requirements.

This alternative would provide a total of 218 parking spaces, 109 more spaces than the minimum of one space per unit required by Section 151 of the City Planning Code. The additional 109 spaces would require a Conditional Use authorization under Section 157 of the City Planning Code. The 218 parking spaces would be developed along Park Hill Ave., on the location of the existing surface-level parking lot. The parking would be constructed on three levels, two of which would be underground. The first level would be at the surface elevation (405 ft.) and would contain about 70 parking spaces; the first subsurface level would be at an average elevation of 395 ft. and would contain about 78 parking spaces; the second subsurface level would be at an average elevation of 385 ft. and would contain about 70 parking spaces.

COMPARISON OF IMPACTS

This alternative would not change the existing visual appearance of the site, as all existing buildings would be retained and no new construction would occur. The portion of the site proposed for surface parking in this alternative currently contains a parking lot and the subsurface levels would not be visually noticeable from off-site. No new shadows would be cast on Park Hill Ave., as the townhouse structure would not be built.

IX. Alternatives

Traffic impacts would be about 45% less than those of the proposed project. Construction traffic would be similar to that for the proposed 200-unit project. Assuming the same parking demand per unit rate as used to estimate project parking demand, total parking demand of Alternative B would be for 109 to 148 spaces;^{2/} this demand could be fully met on-site and there would be minimal use of curbside parking spaces by project residents and their guests.

This alternative would increase the population of the area by 165 to 190 persons. The demand for park and recreation facilities in the project vicinity would be 45% less than the demand of the proposed project. Recreational use of Buena Vista Park by project residents could contribute cumulatively to the deterioration of pathways and increased erosion, but the impact would be proportionately less than for the project. An estimated 40 to 45 project residents in Alternative B would be tennis players; these residents could contribute to increased waiting times for existing tennis players at local courts.

Energy requirements for this alternative would be about 45% less than those for the project.

Alternative B would allow development of 109 housing units on the site. The unit density for Alternative B would be about 45 units per acre, 35 units fewer per acre than for the proposed project.

Alternative B could also develop more than 109 units on-site with two parking spaces provided for each unit. However, provision of more than about 220 parking spaces would require construction of a parking structure above grade (in addition to subsurface parking levels). The parking structure would be constructed along Park Hill Ave., in the area planned for the new townhouses in the proposed project. One level above grade would be required for about each 80 parking spaces provided.

STATUS OF ALTERNATIVE B/1/

The sponsor has rejected Alternative B for design and economic reasons. The existing buildings, particularly the hospital, are well suited for one-bedroom units. Conversion of

the buildings into 109 units would result in large units with inefficient floor plans that would not compete well in the City's residential market. Each unit would be more expensive than those of the proposed project because of the added floor area of each unit and the increased proportion of land and fixed costs added to each unit.

Alternative B would not provide new construction. The project sponsor and architect believe that the new construction would visually integrate the existing complex of buildings into the surrounding community. The new townhouse structures would provide a transition in scale from the low, single-family units to the taller hospital and convent buildings.

Provision of two parking spaces per unit would further increase the cost of each unit. Development of more than about 220 spaces on-site would require construction of a parking structure above grade to avoid underpinning problems related to excavation adjacent to the hospital building.

ALTERNATIVE C: USE OF EXISTING BUILDINGS AND REDUCED-SCALE NEW CONSTRUCTION

DESCRIPTION

A total of 182 units would be provided in Alternative C. As with the proposed project, a total of 153 units would be developed in the hospital, convent, and chapel buildings. However, new construction along Park Hill Ave. would be about 30 units, 17 fewer than proposed in the project. As with the project, Alternative C would require a zoning reclassification and Conditional Use authorization for a Planned Unit Development (PUD). Alternative C would require a zoning reclassification from an RH-2 district to an RM-1. A PUD would be required to allow flexibility in zoning requirements such as rear yard setbacks, and to allow about 45 units more than would be allowed without a PUD (137 units).

Alternative C would provide one parking space per unit, a total of 182 spaces. Parking would be located under the new construction in three subsurface levels. The internal driveway could be eliminated in this alternative, so that vehicle access to the site would be exclusively through a garage entrance on Buena Vista Ave. East.

COMPARISON OF IMPACTS

Visual impacts of this alternative would be similar to those of the proposed project, except that 17 fewer units would be constructed along Park Hill Ave. than for the proposed project. The massing of structures along Park Hill Ave. would be less dense and the shadows cast by new project construction would be reduced accordingly. If the internal driveway were to be eliminated, there would be more opportunity for interior landscaping in this alternative than in the proposed project.

The 182 units provided in this alternative would result in about 9% less impact on traffic and parking demand than the project. Parking demand would be similar to that of the proposed project, totalling 182-248 spaces as compared to total project demand of 200-272 spaces. Construction traffic effects would be similar to, but slightly less than those of the project.

The demand for park and recreation facilities in Alternative C would be 10% less than for the proposed project. To the extent that project residents did not use designated pathways, this would increase hillside erosion in Buena Vista Park; this impact would be less than that for the project. An estimated 65 to 75 project residents would be tennis players; these residents could contribute to increased waiting times for existing tennis players at local courts.

Energy requirements for this alternative would be about 10% less than those for the project.

Alternative C would develop 182 additional housing units on the site and increase the population by about 275 to 320 persons. As with the proposed project, this alternative could set a precedent for reclassifying several lots south of the site which are owned by St. Joseph's Hospital (Assessor's Lot Nos. 15, 16, 17, 18 and 22) to a higher-density district than the existing RH-2.

STATUS OF ALTERNATIVE C/1/

Alternative C has been rejected because of design and economic considerations. The sponsor believes that the greatest demand for new housing in San Francisco is for small, competitively priced units that provide a distinctive location and design. Reducing the

project from 200 to 182 units would make units less affordable; the price of each unit would increase because each unit would bear a proportionately higher share of the cost of acquiring and developing the site. The sponsor has also rejected this alternative because construction of 30 instead of 47 units would detract from the project's design concept. New townhouse construction at a reduced scale would not provide a sufficient visual transition from the existing residences to the taller hospital and convent buildings. In the proposed project, the new construction is designed to be seen from a distance (i.e. Market St.) as a line of tile roofs stepping upwards toward the higher, similarly designed, roofline of the hospital building. A reduction in the new construction also would not effectively balance the scale of the hospital building and nor create as sheltered a courtyard for project residents.

ALTERNATIVE D: NO PROJECT

This alternative would retain existing conditions at the project site, as described on pp. 26 to 39. It would also preserve options for future development of the site, including reinstatement of a hospital use at the site.

RETAIN EXISTING CONDITIONS

The visual appearance and shadows cast by the hospital complex would not be changed from their present condition.

If existing conditions were to remain at the site, the 60 employees of Children's Hospital would continue to work in the hospital building, and Buena Vista Ave. East would continue to carry about 200 vehicle trips per hour. Peak parking demand would occur during daytime working hours and would not coincide with peak weeknight and weekend parking demand for curbside spaces by neighborhood residents.

The no project alternative would not increase the demand for park or recreation facilities in the area and would not change the present energy requirements of the site for 4,129 therms of gas and 373,950 kWh of electricity annually.

RETURN TO HOSPITAL USE

The visual appearance and shadows cast by the hospital complex would remain unchanged from existing conditions.

The 112,000-square-foot hospital building would be expected to generate about 1,900 weekday trips, or 200% more trips than would the proposed project.^{/3/} Although the City Planning Code (Section 151) would require that about 50 parking spaces be provided for a hospital use at the site (one space for every 2400 sq. ft. of space devoted to sleeping rooms), about two parking spaces typically are provided per 1,000 sq. ft. of hospital floor area by other hospitals in the Bay area. With the latter formula, these would be a total of about 225 parking spaces.^{/3/} The existing St. Joseph's Hospital complex provides about one space per 1,000 sq. ft. (or 110 spaces, counting the 66 curbside spaces on Buena Vista Ave. (along the project frontage) and the 45 parking spaces currently provided on-site). A parking deficit could develop with some types of hospital use of the building.

This alternative would slightly raise the daytime demand for park and recreation facilities in the project vicinity, especially during workers' lunch hours. The higher demand would not coincide with peak demand on weekends by neighborhood residents. A hospital use at the site would consume an estimated 54.8 billion at-source Btu annually^{/4/}, a 300% increase over the project's annual consumption of 13.3 billion Btu at-source.

STATUS OF ALTERNATIVE D/1/

The no-project alternative has been rejected by the sponsor because it would be an economic underuse of the site. Reinstitution of a hospital use at the site has been rejected because it would be in conflict with the citywide efforts to consolidate hospital services in the City and reduce the number of surplus beds. A feasibility study prepared by John Sanger and Associates found no feasible medical uses for the existing hospital^{/5/}, which is outdated and does not meet current State seismic requirements for hospital buildings, which are more stringent than for multi-family dwellings. Alternative D would also result in a loss of potential infill housing in the City.

NOTES - Alternatives

/1/ Stephen R. Koch, Project Manager, Prometheus Development Company, written communication, February 25 and March 4, 1983.

IX. Alternatives

/2/ Planners disagree on the exact parking demand effect of providing a higher parking/unit ratio. One point of view maintains that providing for more automobiles attracts more automobiles. Another point of view maintains that while the above theory may apply to an entire system (i.e. building freeways throughout an entire city), it would have very limited applicability to a single development in a built-up city where the surrounding land uses and transportation systems are developed. The availability of parking could be one of many items noted by a household with more than one vehicle and parking availability may be one factor which could encourage a household which is established in a certain home to purchase an additional vehicle. However, a variety of factors are considered in deciding where to live and parking availability may not be the overriding consideration.

/3/ Tenth Progress Report on Trip End Generation Research Counts, July, 1975, Caltrans; and Trip Generation, Institute of Traffic Engineers, 1975.

/4/ Romeo Zavala, St. Anne's Hospital (an affiliate of the former St. Joseph's Hospital), written communication, March 14, 1983. Energy consumption estimates are based on PGandE bills for St. Joseph's Hospital from September 1978 through September 1979. During this period, the hospital consumed 43.9 billion therms of gas and 10.8 billion kW, an equivalent of 54.8 billion at-source Btu. This hospital consumption is about 300% more than the project's estimated annual consumption of 13.3 billion at source Btu.

/5/ John M. Sanger Associates, Feasibility Study: St. Joseph's Hospital Site, November 1980.

TABLE 3: COMPARISON OF PROJECT IMPACTS TO IMPACTS OF ALTERNATIVES

		ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C	ALTERNATIVE D No project	
	<u>Proposed Project</u>	<u>Demolition of Existing Buildings</u>	<u>Use of only Existing Buildings Two Parking Spaces per Unit*</u>	<u>Use of Existing Buildings and Reduced-Scale New Construction*</u>	<u>Site Remains as Is</u>	<u>Hospital Use</u>
No. of units	200	88	109	182	0	N/A
Applicable Zoning	RM-2 with PUD	RH-2	RH-2 with PUD	RM-1 with PUD	N/A	N/A
New Construction on Park Hill	47 units	up to 10 units	None	30 Units	N/A	N/A
Residential Population	300-350	130-155	165-190	275-320	N/A	N/A
Traffic Generation	600 vehicle trip ends per weekday	55% less than project	45% less than project	9% less than project	70% less than project	200% more than project
Parking Spaces per unit	1 per unit	1 per unit	2 per unit	1 per unit	N/A	N/A
Total Parking Demand (spaces)	198-272	88-120	109-148	182-248	0	225
Off-Site** Parking Demand	40-80	18-35	0***	36-70	65	115
Creation of New Shadows on Park Hill Avenue	Yes, see Figures 19 - 21, pp. 46-51	Yes, but less than project	No	Yes, but less than project	No	No
Increased+ Demand for Recreation Facilities	70 to 80 tennis players	55% fewer players	45% fewer players	10% fewer players	N/A	N/A
Annual Energy Use at Source	13.3 Btu	55% less than project	45% less than project	10% more than project	70% less than project	300% more than project
Density (units per acre)	80	35	45	72	N/A	N/A

*Alternatives B and C would require a PUD to allow for flexibility in zoning requirements such as rear-yard setbacks. The table to the unit density bonus allowed for PUD by Section 305 of the City Planning Code is the amount used in the table.

**Off-site parking demand is included in the total parking demand estimates above.

***Based upon on-site stalls available compared to total demand. There would be no guarantee that project-related vehicles would always be parked in the on-site garage.

+See third row above for the number of potential new park users in the project vicinity.

SOURCE: Environmental Science Associates

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City College of San Francisco
Downtown Center
Fourth and Mission Streets
San Francisco, California 94103

University of San Francisco
Gleeson Library
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San Francisco, California 94115

XII. APPENDICES

LIST OF APPENDICES

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APPENDIX A: FINAL INITIAL STUDY*

*Differences among data presented in the following Initial Study and the preceding EIR are attributable to the availability of additional or more precise information during the subsequent preparation of the EIR.



DEPARTMENT OF CITY PLANNING

NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: October 22, 1982

Lead Agency: City and County of San Francisco, Department of City Planning
450 McAllister St., 5th Floor, San Francisco, CA 94102

Agency Contact Person: Tel: 415/558-5261

Project Title: 82.358E Park Hill
Residential

Project Sponsor: Park Hill Joint Venture.

Project Contact Person: Stephen R. Koch

Project Address: 355 Buena Vista Avenue East

Assessor's Block(s) and Lot(s): 2607/1 & 1A

City and County: San Francisco

Project Description: Development of a 200-unit Planned Unit Development (PUD) involving the adaptive reuse of the former St. Joseph's Hospital site and the construction of 47 new residential units. The St. Joseph's Hospital buildings, consisting of a hospital, convent and chapel, would be converted into 153 residential units.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15081 (Determining Significant Effect), 15082 (Mandatory Findings of Significance) and 15084 (Decision to Prepare an EIR), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal of this Determination to the City Planning Commission: November 1, 1982.

An appeal requires 1) a letter specifying the grounds for the appeal, and 2) a \$35.00 filing fee.

A handwritten signature in cursive script, reading "Alec S. Bash".

Alec S. Bash, Environmental Review Officer

ENVIRONMENTAL EVALUATION CHECKLIST
(Initial Study)

Project File No: 82.358E

Title: Park Hill Residential

Address: 355 Buena Vista Avenue East Assessor's Block and Lot: 2607/1 & 1A

I. PROJECT DESCRIPTION

Site History

The 2.5-acre (110,000 sq. ft.) project site, on the southeast edge of Buena Vista Hill, consists of the buildings and grounds of the former St. Joseph's Hospital (see Figure 1, p. 102). The hospital was founded in 1889 and the existing hospital complex was built between 1920 and 1928. It consists of a hospital, a convent and a chapel. In 1979 the hospital was closed as a part of a citywide plan to consolidate medical services. The project would retain all existing buildings on site. New construction would occur on what is now a parking lot, the site of the 1889 hospital building that was demolished in 1926. Southwest of the hospital building is the St. Joseph's College of Nursing building. On September 30, 1982 the City Planning Commission approved the remodeling of the College of Nursing into a 40-unit bed and care facility, a hospice, and ancillary offices. The College of Nursing is not included in the project site or the project sponsor's interests.

Proposed Development

Park Hill Joint Venture proposes to develop a 200-unit Planned Unit Development (PUD) involving the adaptive reuse of three existing buildings and the construction of 47 new units (see Figure 2, p. 103). The St. Joseph's Hospital buildings would be converted into 153 studio, one- and two- bedroom residential units (about 112,000 net sq. ft.): the six-story hospital building would contain 112 units, the six-story convent building would contain

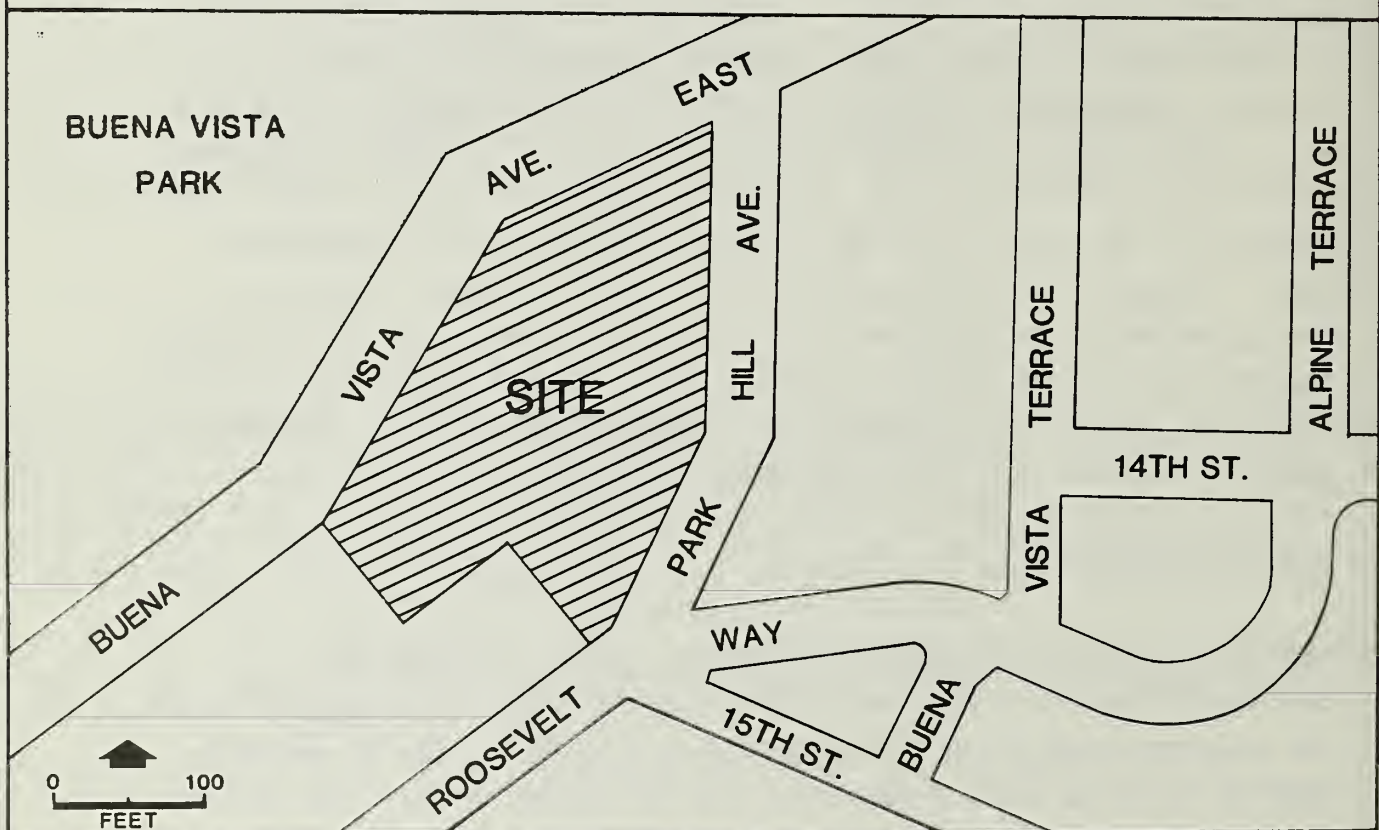
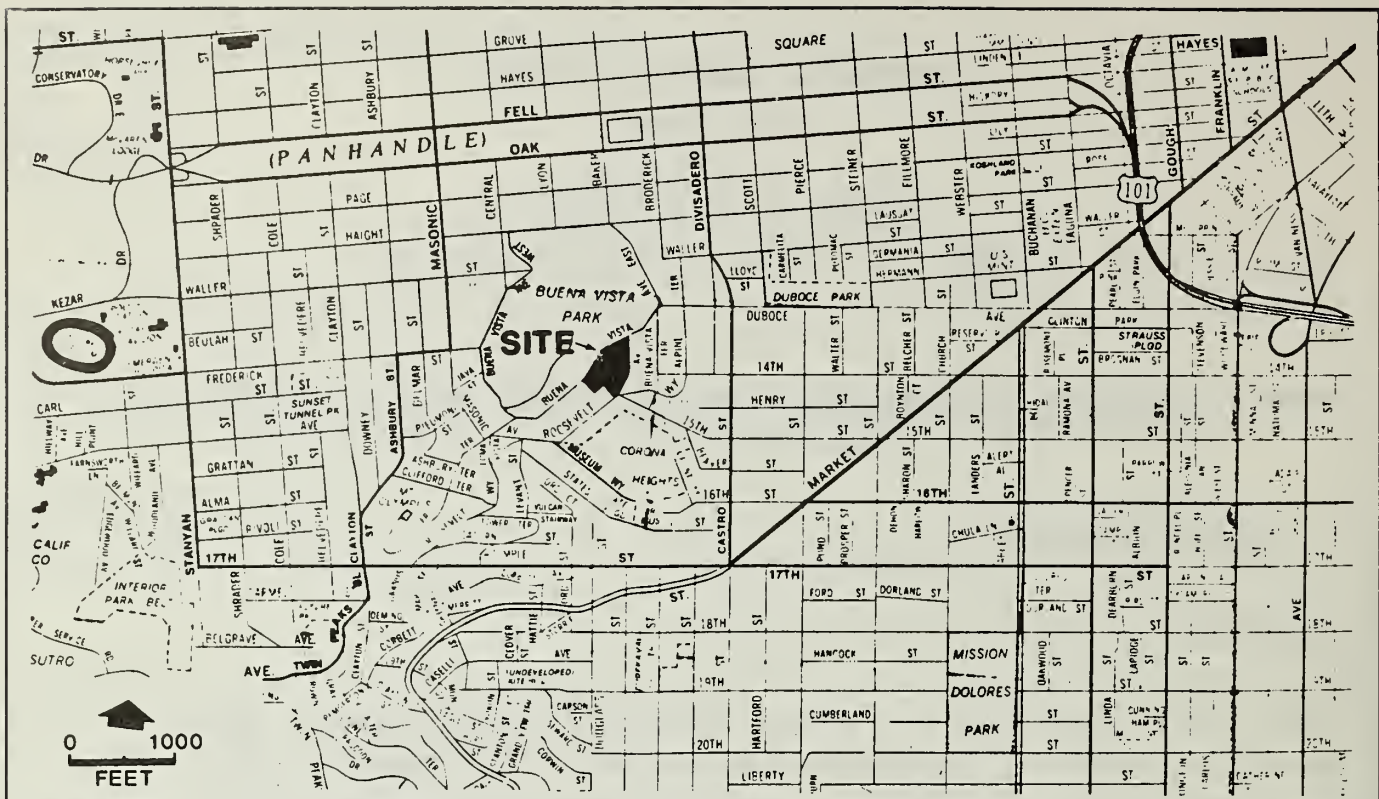


FIGURE 1: Project Site and Vicinity

SOURCE: Environmental Science Associates, Inc.

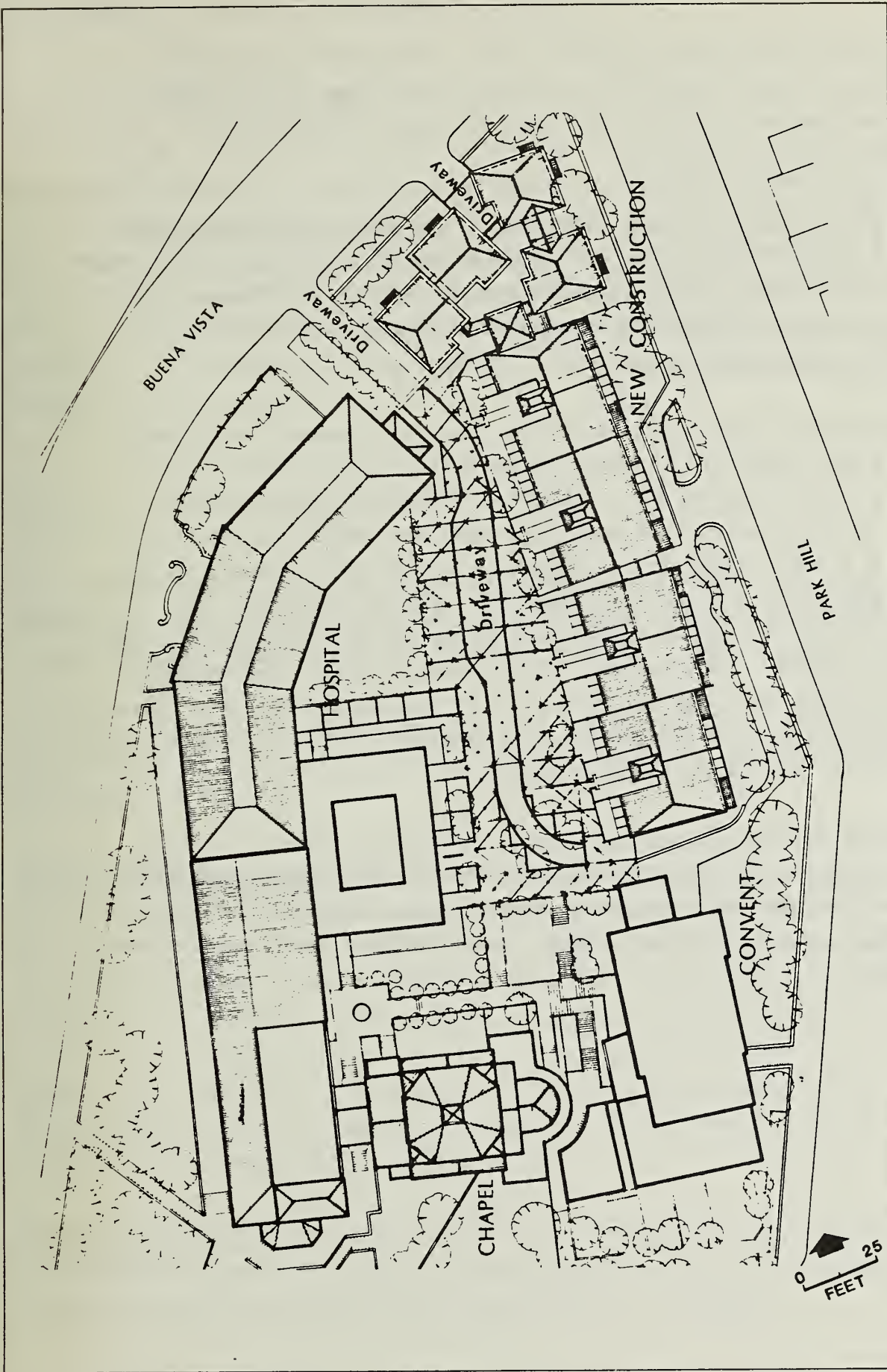


FIGURE 2: Site Plan

SOURCE: Kaplan/McLaughlin/Diaz

34 units and the chapel would contain 7 units. The exterior of the three buildings would remain essentially the same, although some of the windows would be enlarged and some balconies would be added, if feasible, to accommodate residential uses.

A three- and four-story building containing 47 new one- and two-bedroom unit townhouses (about 39,000 net sq. ft.) would be constructed on the project site along Park Hill Avenue, southeast of the hospital buildings. The new construction would be designed to complement the colors and architectural style of the existing buildings.

Vehicular access to the project would be on Buena Vista Avenue East through a driveway located immediately adjacent to the former hospital building and through an entrance west of the intersection of Park Hill and Buena Vista Avenues. From the hospital entrance, cars would pass through an interior driveway to a ramp leading to two hundred, self-park parking spaces provided in three sub-surface parking levels under the townhouse structure. This garage would also be directly accessible from the entrance near Park Hill and Buena Vista Avenues. There are about 65 on-street parking spaces located on Buena Vista Avenue East immediately in front of the hospital building. Those spaces are currently used by administrative employees of Children's Hospital who temporarily work in the hospital building.

Approximately 10,000 sq. ft. of open space, including an interior courtyard and landscaping in the theme of a Mediterranean courtyard would be provided. The project perimeter would be extensively landscaped, especially along Park Hill Avenue, to provide a visual buffer between Park Hill Avenue and the new construction.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

Potential Environmental Impacts

The project potentially could have significant environmental effects in the areas of transportation, including parking demand; visual quality, including and shadow effects of the new construction on Park Hill Avenue; demand for neighborhood recreation services; and consumption of energy resources. These impacts would be due to the increased density and scale on the site. These issues will be examined in an Environmental Impact Report (EIR) that will be prepared for the project.

Effects Found Not To Be Significant

The proposed project was examined in this initial study and some potential impacts were determined to be either insignificant, or would be mitigated through measures incorporated into the project design. They include:

Land Use. The project would change the uses on the site from under-used institutional to residential. The use category would be consistent with the surrounding neighborhood.

Population/Employment/Housing. The project would increase the population in the area by about 300 persons. Increased transportation, recreation demand and visual quality effects associated with increased residential population at the site will be addressed in the EIR (see above). It would provide about 160 person-years of construction employment and up to five permanent jobs.

Noise. After completion, the project would not increase audible noise levels in the project vicinity. Temporary construction noise effects would be mitigated by the measures discussed on p. 111.

Air Quality/Climate. The project would not be expected to cause a violation of standards and would not result in measurable increases in local ambient concentrations during either project construction or occupancy.

Utilities and Public Services. The increased demand for public services and utilities attributable to the project would not require additional personnel or equipment. Mitigation measures have been included in the proposed project that would limit demand for public services and utilities (see pp. 114-117).

Biology. The project would have a negligible effect on plant or animal life or habitats.

Land. A preliminary geotechnical report prepared for the site indicates that there would be no problems in site development.

Water. The project would not alter drainage patterns. Water mains serving the project would be adequate to meet water demand generated by the project.

Hazards. The project would neither cause nor be affected by hazardous uses or health hazards.

Cultural. No known archeologic or historic resources are present on the site. See pp. 121-122 for a mitigation measure to be implemented in the event archaeologic resources are discovered on the site during project construction.

III. ENVIRONMENTAL CHECKLIST

A. GENERAL CONSIDERATIONS	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>	<u>N/A</u>	<u>DISC</u>
1. Would the project conflict with objectives and policies in the Comprehensive Plan (Master Plan) of the City:	___	___	<u>X</u>	___	<u>X</u>
2. Would the project require a variance, or other special authorization under the City Planning Code?	<u>X</u>	___	___	___	<u>X</u>
3. Would the project require approval of permits from City Departments other than DCP or BBI, or from Regional, State or Federal Agencies?	___	___	<u>X</u>	___	___
4. Would the project conflict with adopted environmental plans and goals?	___	___	<u>X</u>	___	___

The proposed project would respond to several major City and State policies and provisions of the San Francisco Master (Comprehensive) Plan. It would provide about 200 new infill housing units to help meet the demand for housing generated by Downtown office expansion, a priority advanced by the Mayor in her six-point program for expanding housing in San Francisco, April 9, 1982, and the State of California's Urban Action Program, which encourages the construction of new affordable housing in urban areas, especially on infill sites. It would also respond to Objective 2, Policy 2 of the Residence Element (December 1975) by converting underused non-residential land to residential use. The project would not provide low- and moderate-income housing; preservation and expansion of such housing is Objective 4, Policy 1 of the Residence Element (December 1975).

The project site is currently zoned RH-2 (House, Two-Family) and would be proposed for a zoning reclassification to RM-2 (Mixed, Moderate Density). The project sponsor would also apply for a Conditional Use authorization for a Planned Unit Development (PUD) under the provisions of Sections 303 and 304 of the City Planning Code. Reclassification of the site to a RM-2 district/PUD would allow development of a maximum of 274 units, 74 more than proposed in the project. Without a PUD, RM-2 reclassification of the site would permit development of 183 units or 17 units less than the proposed development.

Development of the site with a Conditional Use authorization under the existing RH-2 district and without a PUD, would allow development of about 73 units, 127 fewer than the project. The RH-2 district classification with a PUD would permit development of 109 units, which would be 91 fewer units than are proposed.

Subdivision approval would be required prior to the sale of the condominiums, pursuant to Sections 1303 (c) of the Subdivision Code, Chapter XIII of Part II of the San Francisco Municipal Code.

B. ENVIRONMENTAL IMPACTS:

1. Land Use. Would the proposed project:

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>	<u>N/A</u>	<u>DISC</u>
a. Be different from surrounding land uses?	___	___	<u>X</u>	___	<u>X</u>
b. Disrupt or divide the physical arrangement of an established community?	___	___	<u>X</u>	___	<u>X</u>

The proposed project would change the uses on the site from institutional (the former St. Joseph's Hospital) to residential. The properties to the east, the south and the southwest are a mixture of one- and two-story, single family and multi-family residential units. The project, as a residential use, would be similar to surrounding land uses. As a complex with multiple units per building, the Park Hill project would differ from the style and character of immediately surrounding residential uses. Multi-story apartment buildings exist at other locations along Buena Vista Avenue. Under current project plans, no major buildings would be demolished on the site and the project would not disrupt the physical arrangement of the Buena Vista neighborhood.

2. Visual Quality and Urban Design.

Would the proposed project:

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>	<u>N/A</u>	<u>DISC</u>
a. Obstruct or degrade any scenic view or vista open to the public?	___	___	<u>X</u>	___	<u>X</u>
b. Reduce or obstruct views from adjacent or nearby buildings?	___	<u>X</u>	___	___	<u>X</u>
c. Create a negative aesthetic effect?	___	___	<u>X</u>	___	___
d. Generate light or glare affecting other properties?	___	___	<u>X</u>	___	___

The proposed project would be located on the southeast slope of Buena Vista Hill where expansive views of the City to the south and southeast are available from the site and vicinity. The project would not obstruct any major scenic views or vista now available to the public. The hospital complex is highly visible as a linear ochre structure situated against the green vegetation backdrop of Buena Vista Park; its visual character would remain essentially unchanged as the existing buildings would be retained.

New construction of the 47 townhouse units along Park Hill Avenue could be visible from nearby residences; this potential impact will be examined in the EIR.

3. Population/Employment/Housing. Would the proposed project:

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>	<u>N/A</u>	<u>DISC</u>
a. Alter the density of the area population?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u>X</u>
b. Have a growth-inducing effect?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>
c. Require relocaion of housing or business, with a displacement of people, in order to clear the site?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>
d. Create or eliminate jobs during construction and operation and maintenace of the project?	<u>X</u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
e. Create an additional demand for housing in San Francisco?	<u> </u>	<u> </u>	<u>X</u>	<u> </u>	<u> </u>

The project would increase the population in the area by adding approximately 300 persons to a site which has no residents (based on an expected average household size of 1.5). It is unlikely that the project would encourage additional residential development as the surrounding neighborhood is already predominantly residential and potential nearby development sites are limited.

If approved, the proposed zoning reclassification from RH-2 to RM-2/PUD could set a precedent to reclassify several lots south of the site which are owned by St. Joseph's Hospital to a higher density district than the existing RH-2.

The project would provide about 160 person-years of employment during the 24-month construction period and generate up to five permanent jobs for management and maintenance of the residential development. No jobs would be eliminated due to construction of the project. Employees of Children's Hospital currently working at the site would be transferred to offices in the vicinity of Children's Hospital, located at 3700 California Street.

4. Transportation/Circulation. Would the construction or operation of the project result in:

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>	<u>N/A</u>	<u>DISC</u>
a. Change in use of existing transportation systems? (transit, roadways, pedestrian ways, etc)	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>---</u>
b. An increase in traffic which is substantial in relation to existing loads and street capacity?	<u>---</u>	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>
c. Effects on existing parking facilities, or demand for new parking?	<u>---</u>	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>
d. Alteration to current patterns of circulations or movement of people and/or goods?	<u>---</u>	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>
e. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	<u>---</u>	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>
f. A need for maintenance or improvement or change in configuration of existing public roads or facilities?	<u>---</u>	<u>---</u>	<u>X</u>	<u>---</u>	<u>---</u>
g. Construction of new public roads?	<u>---</u>	<u>---</u>	<u>X</u>	<u>---</u>	<u>---</u>

The effects of the project on local traffic, parking demand and public transit will be examined in the EIR. The EIR will also evaluate the cumulative transportation effects of the proposed Park Hill project and approved development at the adjacent College of Nursing (see Site History, p. 101).

5. Noise.

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>	<u>N/A</u>	<u>DISC</u>
a. Would the proposed project result in generation of noise levels in excess of those currently existing in the area?	<u>---</u>	<u>---</u>	<u>X</u>	<u>---</u>	<u>X</u>
b. Would existing noise levels impact the proposed use?	<u>---</u>	<u>---</u>	<u>X</u>	<u>---</u>	<u>---</u>
c. Are Title 25 Noise Insulation Standards applicable?	<u>X</u>	<u>---</u>	<u>---</u>	<u>---</u>	<u>X</u>

Background noise levels in the project vicinity are 60 Ldn./1/

Project-generated traffic would not increase exterior noise levels on any road segment in the project vicinity by more than 1 dBA with the exception of Roosevelt Way where traffic related noise would be increased by 4 dBA, from 52 to 56 dBA./2,3/ However, at 56 dBA, ambient (or background) noise would be dominant thereby masking the increase of 4 dBA due to traffic. The increase in traffic on Buena Vista Avenue East and Park Hill Avenue would be noticeable as there would be more frequent single noise events of passing vehicles. On Buena Vista Avenue East, single noise events from passing vehicles would increase to 1 every 15 seconds instead of 1 every 20 seconds as currently occurs. On Park Hill Avenue, the increase would be to 1 vehicle passing every 1 1/2 minutes, instead of the current 1 every 2 minutes. These increased single noise events would not cause ambient noise levels (the L_{dn} or CNEL) on these streets to increase by greater than 1 dBA. A 1 dBA increase in environmental noise is generally undetectable to the untrained human ear.

Title 25 of the California Administrative Code applies to all new residential structures with the exception of single family detached dwellings. It requires that an interior noise environment be maintained at a CNEL of 45 dBA. The acceptable outdoor noise level for residential units is established as a community noise equivalent level (CNEL) of 60 dBA./4/ Should the exterior noise environment exceed a CNEL of 60 dBA, an acoustical analysis would be required to demonstrate that the interior CNEL requirement of less than 45 dBA with the windows closed would be met. The project sponsor would design the project to meet Title 25 noise insulation standards.

Construction noise associated with site development would intermittently increase noise levels in the project vicinity during the 24-month construction period. Several measures have been included in the proposed project to mitigate potential noise effects during the construction period. Enclosures or barriers would be provided, if necessary, for all stationary construction equipment to decrease noise levels. The entire construction site would be enclosed with a wooden fence.

The general contractor would, as necessary, muffle and shield intakes and exhausts, shroud or shield impact tools, and use electric-powered rather than diesel-powered construction equipment. Construction would be limited to the daylight hours to minimize disturbance to nearby residents except in the case of emergencies.

NOTES

/1/ Noise Element, San Francisco Comprehensive Plan, L_{dn} , the day night average noise level, is a noise measurement based on human reaction to cumulative noise exposure over a 24-hour period, taking into account the greater annoyance of nighttime noises (noise between 10 p.m. and 7 a.m. is weighted 10 dBA higher than daytime noise).

/2/ MAG Consultants, Technical Report for the Noise Element for the General Plan of the City of San Bruno.

/3/ dBA is the measurement of sound units in decibels (dB). The "A" denotes the A-weighted scale which simulated the response of the human ear to various frequencies of sound.

/4/ Community noise equivalent level (CNEL) is an averaged sound level measurement based on human reaction to cumulative noise over a 24-hour period. The numerical values of CNEL and L_{dn} are essentially equal for most urban noise environments.

6. Air Quality/Climate. Would the proposed project result in:

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>	<u>N/A</u>	<u>DISC</u>
a. Violation of any ambient air quality standard or contribution to an existing air quality violation?	___	___	<u>X</u>	___	<u>X</u>
b. Exposure of sensitive receptors to air pollutants?	___	___	<u>X</u>	___	___
c. Creation of objectionable odors?	___	___	<u>X</u>	___	___
d. Burning of any materials including brush, trees, or construction materials?	___	___	<u>X</u>	___	___
e. Alteration of wind, moisture, or temperature (including sun shading effects), or any change in climate, either locally or regionally?	___	___	<u>X</u>	___	___

Increases in traffic generated by the proposed project would add to the regional accumulations of pollutants. Based on preliminary traffic generation estimates, a roadside carbon monoxide (CO) analysis was carried out for worst-case meteorology and dispersion conditions for Buena Vista Avenue East and Park Hill Avenue (those roads showing greatest increases due to the project). The analysis found the project would increase roadside CO concentrations by 2% for Buena Vista Avenue East to 9.8 parts per million

(ppm) and 5.3 ppm for 1-hour and 8-hour averages. CO concentrations would also be expected to be 9.1 ppm and 5.2 ppm on Park Hill Avenue for one-hour and eight hour averages increases of 1% and 2%, respectively. All of these values are well within the standards of 35 ppm and 9 ppm, respectively, for 1-hour and 8-hour averages of CO.

Construction of the proposed project would have short-term effects on air quality in the project vicinity. Demolition, excavation, and other construction activities would generate particulate (dust) that would affect local air quality for the duration of such activities. The State 24-hour total suspended particulate standard of 100 micrograms per cubic meter would probably be violated on and adjacent to the site several times during these activities. Dust may fall on surfaces within 200 to 800 ft. of the project site under low winds. Blowing dust may be an annoyance in the vicinity when winds exceed 12 miles per hour. Except to persons with respiratory problems, particulates are more of a nuisance than a hazard.

Asphalt, oil-based architectural coatings, and paints, if used in construction, would emit hydrocarbons. Hydrocarbon emissions are controlled by Bay Area Air Quality Management District (BAAQMD) Regulations 3 and 9. Diesel-powered construction equipment would emit (in decreasing order by weight) nitrogen oxides, carbon monoxide, sulfur oxides, hydrocarbons, and particulate./1/

During excavation, unpaved demolition and construction areas would be wetted to reduce dust emissions. The general contractor would maintain and operate construction equipment in such a way as to reduce exhaust emissions.

NOTES

/1/ U.S. Environmental Protection Agency, 1975, Compilation of Air Pollutant Emission Factors.

7. Utilities and Public Services. Would the proposed project:

- a. Have an effect upon, or result in a need for new or altered, governmental services in any of the following?

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>	<u>N/A</u>	<u>DISC</u>
fire protection	—	—	X	—	X
police protection	—	—	X	—	X
schools	—	—	X	—	X
parks or other recreational facilities	—	X	—	—	X
maintenance of public facilities	—	—	X	—	X
power or natural gas	—	—	X	—	X
communications systems	—	—	X	—	X
water	—	—	X	—	X
sewer/storm water drainage	—	—	X	—	X
solid waste collection and disposal	—	—	X	—	X

Time of first response to the site is about two minutes from Fire Station 21, located at 1443 Grove St. The project would incorporate all emergency response systems stipulated by the Life Safety Code including fire alarms and smoke detectors. These measures would reduce hazards to building occupants during an earthquake or fire. The project itself would not generate a need for additional personnel or equipment in order to serve the site. (Edward J. Phipps, Assistant Chief, San Francisco Fire Department, written communication, July 29, 1982).

The site is within the northeast corner of the San Francisco Police Department's Mission District Reporting Area, which is roughly bounded by Buena Vista Avenue East, Duboce Avenue, Potrero Avenue, Army Street, Douglas Street, Portola Drive, and Twin Peaks Boulevard. The site is in Plot 528 (bounded by the west side of Buena Vista Avenue East, Duboce Avenue, Castro Street, 17th Street, and Roosevelt Way) of the Mission District Reporting Area. Plot 528 has a low crime rate compared to the Mission District Reporting Area and a low to average crime rate when compared to the City as a whole. Response time is two to three minutes for high priority calls (robbery, rape and assault in progress). At this time, the Police Department does not anticipate the need for additional equipment or personnel to serve the project (Sergeant Libert, Planning and Research Division, San Francisco Police Department, telephone communication, July 26, 1982 and written

communication, August 2, 1982). To reduce the demand on police services, the project would incorporate internal security measures such well-lighted entries; alarm systems; and locked entrances with security telephones.

The project probably would have some school age children as residents. San Francisco public schools have experienced declining enrollments over the past several years and could accommodate an increase in school age children from the project (San Francisco Unified School District, Proposal for Leasing and Selling Vacant Property, April 29, 1980, pp. 28-29).

Although on-site recreation facilities would be provided, the project may increase the demand for public recreation services in the Buena Vista neighborhood. This will be examined in the EIR for the project.

The increased traffic volumes generated by the project would result in additional wear on local streets. Property tax revenues generated by the project to the City's General Fund would offset added costs of local street maintenance.

In order to serve the project, existing gas and electricity feeder lines on the site would have to be altered. PG&E has projected energy demands in its service area (which includes the Bay region) 20 years in the future, based on land use patterns and market activity. According to PG&E projections, it will have adequate supply of energy to meet the demand without the need for additional power plants not already planned (Herbert Luders, Industrial Power Engineer, telephone communication August 20, 1982, and Hudson Martin, Supervisor, Energy Economics, Economics and Statistics Department, PG&E, telephone communication, May 27, 1982).

Pacific Telephone and Telegraph Co. (PT&T) currently serves the site through underground cables extending to a main terminal. PT&T cannot determine at this time if and where new lines would need to be provided to serve the site. Street excavation to extend new telephone lines would be conducted during normal working hours; street plates would be used where appropriate to minimize effects on traffic (Norma Lyon, Engineer, Pacific Telephone and Telegraph Company, written communication, August 6, 1982).

Water demand is estimated to be roughly 40,000 gallons per day (gpd) or 200 gpd per unit. For comparison, St. Joseph's Hospital demanded roughly 76,740 gpd of water at full operation. The 8-inch diameter main on Park Hill Avenue is capable of providing 880 gallons per minute. If the consumption for the project were averaged over an 8-hour period, it would result in 83 gallons per day. Even if this average were doubled for the morning and evening peak periods, it would not tax the capacity of the system. The Department indicates that it can provide domestic and fire service subject to the limitations of the existing distribution system (Harlow Swain, Senior District Water Serviceman, San Francisco Water Department, written communication, July 29, 1982 and telephone conversation, October 21, 1982).

There is a 12-inch diameter sanitary sewer in Buena Vista Avenue East and a 8-inch diameter sewer in Park Hill Boulevard. Average wastewater generation is projected to be roughly 38,000 gallons per day (gpd). (Wastewater generation is assumed to be 95% of water consumption to account for water loss caused by evaporation, landscaping, irrigation, etc.) If St. Joseph's Hospital were to be reinstituted into full use, sewage generation would be about 56,590 gpd. The existing sewer mains are adequate to accept additional sanitary and storm flows from the Park Hill project (Nathan Lee, Clean Water Program, written communication, August 16, 1982.) The development would incorporate low-flow faucet and toilet fixtures to reduce water consumption and wastewater.

The Sunset Scavenger Company, in collaboration with Solid Waste Engineering, provides solid waste collection and disposal services to the site. Wastes are currently disposed of at a fill site in Mountain View; the contract for this site expires in 1983. Arrangements are being finalized for a 5-year contract on a site in Altamont. Solid waste generation from the project is projected to be 720 pounds per day at full buildout (Solid Waste Management Board, July 19, 1974: 2.4 lbs/capita/day). In comparison, full operation of St. Joseph's Hospital would generate roughly 2,360 lbs per day of solid waste. The Scavenger Company could provide service to the site. The company recommends installation of trash compactors whenever possible (Leo Maionchi, Manager, Solid Waste Engineering, telephone communication, July 23, 1982). Separate storage facilities for recyclable waste material would be provided to

project residents to encourage recycling. If feasible, the project would be equipped with central trash compactors to reduce the volume of solid waste requiring storage and transport.

8. Biology.

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>	<u>N/A</u>	<u>DISC</u>
a. Would there be a reduction in plant and/or animal habitat or interference with the movement of migratory fish or wildlife species?	___	___	<u>X</u>	___	___
b. Would the project affect the existence or habitat of any rare, endangered or unique species located on or near the site?	___	___	<u>X</u>	___	___
c. Would the project require removal of mature scenic trees?	___	___	<u>X</u>	___	<u>X</u>

Much of the grounds of the existing hospital complex are paved but some landscaping, including mature trees, remains on the site. All trees would be retained at their existing locations, except for a 12-inch diameter Cypress tree that would be relocated on the site, if feasible, to accommodate the 47 units of new construction.

9. Land. (topography, soils, geology) Would the proposed project result in or be subject to:

	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>	<u>N/A</u>	<u>DISC</u>
a. Potentially hazardous geologic or soils conditions on or immediately adjoining the site? (slides, subsidence, erosion, and liquefaction)	___	<u>X</u>	___	___	<u>X</u>
b. Grading? (consider height, steepness and visibility or proposed slopes; consider effect of grading on trees and ridge tops)	<u>X</u>	___	___	___	<u>X</u>
c. Generation of substantial spoils during site preparation, grading, dredging or fill?	<u>X</u>	___	___	___	<u>X</u>

The project site is in an area mapped as having potential for landslide hazards./1/ A preliminary geotechnical report conducted for the site provides a detailed description of soils and geologic hazards. That report indicates that the site is deposited with bedrock, overlain with fill, sand dune and residual clays; no problems are anticipated in site development./2/ Project would be designed to meet the requirements of the San Francisco Building Code. In addition, a detailed geotechnical and structural design report would be conducted for the buildings. This report would be submitted to the Department of Public Work's Bureau of Building Inspection and would be used in reviewing building foundation and structural plans. Site development would require excavation and grading, resulting in the removal of about 11,000 cu. yds. of spoils from the site./3/

Several procedures would be followed by the project sponsor and construction contractor to ensure adequate structural safety during project construction:

- A detailed foundation and structural design study would be conducted for the project by a California licensed structural engineer and a geotechnical consultant. The project sponsor would follow the recommendations of these studies during the final design and construction of the project.
- The project sponsor would also post a surety bond, if required by the San Francisco Department of Public Works, before issuance of a permit to excavate. Such a bond would protect the City against damages to City-owned sidewalks, streets and utilities.
- The project sponsor would require the project contractor and subcontractors to obtain Faithful Performance and Payment Bond if proper financial capability is not evident, and to be responsible for any damage to existing buildings which might result from excavation. This bond would protect the project sponsor and owners of adjacent properties should any damage to these properties result from construction activities.
- Excavation pit walls would be shored up and protected from slumping or lateral movement of soils into the pit. Shoring and sheeting with soldier beams could be used for this purpose.

- Should dewatering be necessary, groundwater observation wells would be installed for monitoring the level of the water table and other instruments would be placed to monitor potential settlement and subsidence. If, in the judgement of City engineers, unacceptable subsidence occurs during construction, groundwater recharge would be initiated to halt the settlement.
- Groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this is found necessary by the Industrial Waste Division of the Department of Public Works, to prevent sediment from entering the stormdrain/sewer lines.

NOTES

/1/ Blume, John A. & Associates, San Francisco Seismic Safety Investigation, Geologic Evaluation, Figure 4. June, 1974.

/2/ Hallenbeck-McKay & Associates, Soil Investigation for St. Joseph's Hospital Additions and Structural Reinforcement to Meet Seismic Code, 1975.

/3/ William Burrows, Construction Contractor, Williams and Burrows, telephone communication, August 12, 1982.

10. <u>Water.</u> Would the proposed project result in:	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>	<u>N/A</u>	<u>DISC</u>
a. Reduction in the quality of surface water?	___	___	<u>X</u>	___	___
b. Change in runoff or alteration to drainage patterns?	___	<u>X</u>	___	___	<u>X</u>
c. Change in water use?	<u>X</u>	___	___	___	<u>X</u>
d. Change in quality of public water supply or in quality or quantity (dewatering) of ground water?	___	<u>X</u>	___	___	<u>X</u>

Because the area for new construction is presently a paved parking lot, there may not be increased impervious surface on the site. Drainage patterns from the site would not be altered greatly. Water use on the site would be about 40,000 gallons per day based on a factor of 200 gallons per day per unit (Metcalf and Eddy, 1972, Wastewater Engineering: Collection, Treatment,

Disposal). Existing water mains and water supply are adequate to meet this demand (see p. 116). Because of the depth of excavation some dewatering may be necessary. However, no groundwater was encountered by test borings ranging from about 25 to 60 ft. in depth. The proposed development would be designed so that runoff is directed to landscaped portions of the site and allowed to penetrate the soil. The proposed development would be landscaped with drought-resistant native plants to decrease water required for landscape irrigation.

11. <u>Energy/Natural Resources.</u> Would the proposed project result in:	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>	<u>N/A</u>	<u>DISC</u>
a. Any change in consumption of energy?	<u>X</u>	___	___	___	___
b. Substantial increase in demand on existing energy sources?	___	___	<u>X</u>	___	___
c. An effect on the potential use, extraction, conservation or depletion of a natural resource?	<u>X</u>	___	___	___	___

The project's 200 units would use approximately 46 million Btu's annually for electricity and natural gas, which is substantially less than the energy consumption of St. Joseph's Hospital complex when it was in full operation. The proposed development would contribute to cumulative energy demand in San Francisco that would result in depletion of nonrenewable energy resources. Energy consumption of the project will be addressed in the EIR.

12. <u>Hazards.</u> Would the proposed project result in:	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>	<u>N/A</u>	<u>DISC</u>
a. Increased risk of explosion or release of hazardous substances (e.g., oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers to public health and safety?	___	___	<u>X</u>	___	___
b. Creation of or exposure to a potential health hazard?	___	___	<u>X</u>	___	___
c. Possible interference with an emergency response plan or emergency evacuation plan?	___	___	<u>X</u>	___	___

13. <u>Cultural</u> . Would the proposed project?	<u>YES</u>	<u>MAYBE</u>	<u>NO</u>	<u>N/A</u>	<u>DISC</u>
a. Include or affect a historic site, structure, or building?	___	___	<u>X</u>	___	<u>X</u>
b. Include a building on any recognized list of buildings of architectural merit?	___	___	<u>X</u>	___	___
c. Include or affect a known archaeological resource or an area of archaeological resource potential?	___	___	<u>X</u>	___	___
d. Cause a physical change affecting unique ethnic or cultural values?	___	___	<u>X</u>	___	___

St. Joseph's Hospital has been located on its present site since the late 1880's. The existing buildings were built in the 1920's. All are steel framed or reinforced concrete construction with light ochre stucco facades and red tile, hipped roofs. The style is Spanish Renaissance Revival.

None of the buildings on the site are contained in the 1976 Citywide inventory of architecturally significant buildings; nor at this time have they been given any official recognition of architectural or historic merit. The project would help preserve the architectural character of the site by retaining the existing buildings on the site and by designing the new construction to compliment the color and architecture of the existing buildings.

C. MITIGATION MEASURES:

	<u>YES</u>	<u>NO</u>	<u>DISC</u>
Are mitigation measures included in the project?	<u>X</u>	___	<u>X</u>
Are other mitigation measures available?	if need is identified		

CULTURAL

- Should evidence of cultural or historic artifacts or significance be found during project excavation, the Environmental Review Officer and the President of the Landmarks Preservation Advisory Board would be notified.

The project sponsor would select an archaeologist, historian, or other expert acceptable to the Environmental Review Officer to help the Office of Environmental Review determine the significance of the find and whether feasible measures, including appropriate security measures, should be implemented to preserve or recover such artifacts. The Environmental Review Officer would then recommend specific mitigation measures, if necessary, and recommendations would be sent to the State Office of Historic Preservation. Excavation or construction which might damage the discovered cultural resources would be suspended for a maximum of four weeks to permit inspection, recommendation and retrieval, if appropriate.

D. ALTERNATIVES

YES NO DISC

Were other alternatives considered:

X X

Alternatives to the proposed project which will be analyzed in the EIR include:

1. The no-project alternative would retain existing conditions on the site. No new housing units would be added to San Francisco's housing supply, and no new construction employment would result. This alternative would preserve options for future development, including reinstitution of a hospital use at the site.
2. A reduced-density alternative would consider various proposals for development of the site with fewer units than the proposed project, including development of unit sizes comparable to the surrounding neighborhood.
3. A two parking spaces per unit alternative would propose providing two parking spaces for each residential unit.
4. An alternate-use of the chapel alternative would entail non-residential use of the chapel structure, such as a private community center for project residents.

5. Alternative design of internal circulation and open space areas of the site would be analyzed, including elimination of the interior driveway so that the area could be used exclusively for open space.

MANDATORY FINDINGS OF SIGNIFICANCE:

	<u>YES</u>	<u>NO</u>	<u>DISC</u>
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<u> </u>	<u> X </u>	<u> </u>
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<u> </u>	<u> X </u>	<u> </u>
3. Does the project have the possible environmental effects which are individually limited, but cumulatively considered? (Analyze in the light of past projects, other current projects, and probable future projects?)	<u> </u>	<u> X </u>	<u> </u>
4. Would the project cause substantial adverse human beings, either directly or indirectly?	<u> </u>	<u> X </u>	<u> </u>
5. In there serious public controversy concerning the possible environmental effect of the project?	<u> X </u>	<u> </u>	<u> X </u>

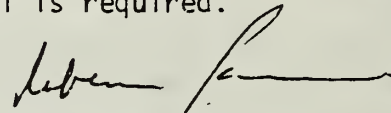
The Department of City Planning and the project sponsor met with about 70 neighborhood residents on October 5, 1982 concerning the proposed project. Areas of environmental concern identified by residents at that meeting include the density of the project and resulting increased parking demand, traffic, noise, and demand for recreational services. In addition to the issues above, some concern was voiced regarding the use of the chapel for residential construction at another meeting with about 10 neighborhood residents held by the project sponsor on July 21, 1982.

On the basis of this initial evaluation:

_____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

_____ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers_____, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

./_____ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Robert W. Passmore
Assistant Director-Implementation

for

Dean Macris
Director

Date: 10/21/82

APPENDIX B: BEDROOM AND UNIT MIX AND POPULATION PER HOUSEHOLD

TABLE B-1: BEDROOM AND UNIT MIX

<u>Building</u>	<u>Number of Units By Bedroom Count</u>						<u>Total</u>
	<u>2 Bedrooms</u>	<u>1 Bedroom Townhouse</u>	<u>1 Bedroom With Den</u>	<u>1 Bedroom</u>	<u>1 Bedroom Townhouse</u>	<u>Studio</u>	
Hospital	-	-	16	84	4	8	112
Convent	4	-	-	30	-	-	34
Chapel	3	2	-	1	-	1	7
New Construction	<u>18</u>	<u>-</u>	<u>-</u>	<u>18</u>	<u>11</u>	<u>-</u>	<u>47</u>
TOTAL UNITS	25	2	16	133	15	9	200

Average Number of Bedrooms Per Unit = 1.12. Studios are counted as one-bedroom units.

Percentage of Units By Bedroom:	1 Bedroom Units	83.0 % (166 units)
	2 Bedroom Units	12.5 % (25 units)
	Studio Units	4.5 % (19 units)
		<u>100.0 %</u>

SOURCE: Kaplan/McLaughlin/Diaz and Environmental Science Associates

APPENDIX B: POPULATION PER HOUSEHOLD

There is no precise method of predicting population per household (or unit) for a new residential development. Population per unit is based on a variety of factors, among which are the number of bedrooms per unit, the size and purchase price of a unit, and current market conditions such as vacancy and interest rates. Sources for estimating population per household are marketing/real estate brokerage firms, population per unit at other residential complexes, and the U.S. Census. Based on the following sources, the population per household at the Park Hill project is estimated to range between 1.5 to 1.75 persons, for a total project population of 300-350 persons.

Real Estate Brokerage Firms: The real estate brokerage firm of TRI would be the proposed leasing agent for the project. TRI estimates that the population per household at the Park Hill project would be 1.5 persons. This estimate is based on observations of the current purchasers of units of a similar size and quality. Park Hill would have about 83% one-bedroom containing an average of 700 sq. ft. of floor area. The estimate of 1.5 persons would result in a project population of 300 persons. Susan McBride, Leasing Agent, TRI Real Estate Brokers, telephone communication, February 22 and 28, 1983;

Other Residential Complexes: Property Managers at two San Francisco complexes, Diamond Heights Village and Telegraph Landing, provided estimates of one person per studio unit, an average of 1.5 persons per one-bedroom unit, and an average of 2.5 person per two-bedroom unit. Based on these averages and the expected unit mix at the proposed Park Hill project (see Table B-1, p. 125), the total project population would be about 320 persons. (Les Yoshino, Property Manager, Diamond Heights Village, telephone communication, February 28, 1983; and Ted Schneider, Manager, Telegraph Landing, telephone communication, February 28, 1983).

U.S. Census: The project is located in Census Tract 170, bounded by Duboce Ave. to the north, 17th St. to the south, Castro St. to the east, and Upper Terrace to the west. For Tract 170, the 1980 U.S. Census reports a median household size of 1.6 persons and a mean household size of 1.75 persons. The upper range of 350 is based on the U.S. Census mean person per household figure of 1.75.

APPENDIX C: CHRONOLOGY OF MEETINGS WITH RESIDENTS OF THE BUENA VISTA NEIGHBORHOOD

The following is a list of dates of meetings held by the Department of City Planning with residents of the Buena Vista neighborhood, and community concerns raised at those meetings that were applicable to the EIR.

Meeting No. 1: October 5, 1982

No. of Neighborhood Residents Attending: 68

Major Concerns Raised Pertinent to the EIR:

- Removal of steps on Park Hill Ave.
- Size and cost of the units in the proposed project.
- Number of bedrooms per unit.
- Demolition of the hospital complex in favor of subdivision of the site into single-family lots.
- Impacts on Buena Vista Park.
- Provision of on-site recreation for project residents.
- Provision of two on-site parking spaces for each residential unit.
- Density of the project compared with the density of the existing neighborhood; development of the site with fewer than 200 units.
- Examination of a comparable residential project in San Francisco to determine parking at the Park Hill Residential project.

Meeting No. 2: January 24, 1983

No. of Neighborhood Residents attending: 7

Major Concerns Raised Pertinent to the EIR:

- Cumulative analysis in the EIR of the College of Nursing project as approved by the City Planning Commission.
- Population assumption of 300 in the Initial Study should be increased.
- Accident hazards in the site vicinity.
- Height and scale of new construction including the loss of an 18-inch cypress tree.
- Historic designation of the site.

Meeting No. 3: February 23, 1983

No. of Neighborhood Residents Attending: 13

Major Concerns Raised Pertinent to the EIR.

- Daytime parking demand.
- Parking Demand attributable to Buena Vista Park seasonal fluctuation in demand for parking.
- Construction haul truck routes.
- Ingress and egress from the project site.
- Change in existing parking and circulation attributable to the project.
- Cumulative transportation analysis of One Baker St., an 18-unit condominium development in the project vicinity.
- Cumulative impacts of the project and College of Nursing.
- Steepness of grade on major access routes to the site; lines-of-site obstruction.
- Areas of available parking which is not preferred parking by neighborhood residents due to steepness of slope.

NOTE: In addition to the meetings listed above, the Office of Environmental Review received about 24 letters from neighborhood residents expressing opinions and concerns about the project. These letters are on file and available for public review at 450 McAllister, 5th floor.

APPENDIX D: SHADOWS

Shadow patterns of existing buildings and proposed construction were calculated with the Bennet Sun Angle Chart, the topographic survey of the St. Joseph's Hospital site performed by Philip B. Lygren Site Engineering, Inc. in 1969, and an enlargement of the U.S.G.S. 7.5 minute San Francisco North topographic map. The Bennet Sun Angle Chart shows the solar azimuth (relative to true north) and the solar altitude for 20 times per year including the shortest and longest days (December 22 and June 21). San Francisco Datum elevations were used to project all shadows except those cast from higher terrain located outside the area of the site topographic study (San Francisco Datum is 8.6 ft. higher than Mean Sea Level). Mean Sea Level datum was used to project shadows from higher terrain.

APPENDIX E: TRANSPORTATION, CIRCULATION AND PARKING (referenced on pp. 52-62)

Trip generation, parking demand, and transit ridership differ somewhat among residential developments (townhouses, condominiums and apartment buildings) and are influenced by a number of factors. The number of residents per unit, number of working adults per unit, auto ownership, and location with respect to proximity to transit stops, the quality and frequency of transit service, proximity to shopping, and employment are some of these variables. It is not feasible to predict or assess each of these variables for a given project, nor is it possible, by surveying additional other similar projects to determine precisely the dependence of transportation demands on these variables.

TRIP GENERATION

The assumed factors of 7 weekday person trip ends and 0.7 p.m.-peak-hour person trip ends per unit were based on trip generation at the Lake Merced condominium complex in San Francisco and are midrange in the results of 37 surveys by Caltrans (District 4) of condominium, townhouse, and apartment complexes (see note /3/ on p. 61). The assumed factors were within 30% of the factors at most of these surveyed developments. The person trip rates were derived from the vehicle rates (5.7 vehicle trips ends per unit) adjusted by automobile occupancy (1.27) persons per auto. The modal split distribution is based on 1970 Census data for Tract 170.

EXISTING PARKING SUPPLY/OCCUPANCY

PARKING (WEEKDAY)

Surveys of weekday parking occupancy were conducted on Monday, August 9 and Friday, August 13th, 1982 at 4:00 and 6:00 p.m., and on Tuesday, September 14, 1982 at 9:00 p.m. (see note /4/ on p. 35). During the day (before 6:00 p.m.), weekday parking demand along the Buena Vista Ave. East frontage of the site is generated primarily by the 60 employees of Children's Hospital who currently work at the site. Of the 46 perpendicular parking spaces on Buena Vista Ave. along the project side of the street, 25 were occupied at

4:00 p.m.; at 6:00 p.m. 10 spaces were occupied; and at 9:00 p.m. 2 spaces were occupied. On the north side of Buena Vista Ave. East, 3 of about 20 spaces were occupied at 4:00 p.m. and 2 vehicles remained at 6:00 p.m. By early evening (6:00 p.m.), there were 69 vacant spaces (or about 28 occupied spaces) among the approximately 97 curbside spaces on both sides of Buena Vista Ave. East and Park Hill Ave. along the project site frontages. Five of the 18 angle parking spaces in front of the College of Nursing were occupied at 6:00 p.m. and 3 were occupied at 9:00 p.m. (see Figures E-1 and E-2, pp. 102 to 103).

Weekday surveys of the 130 curbside spaces along residential frontages within 1 block of the site (in front of or across the street from residences) were also conducted. At 4:00 p.m., available spaces were about 55% occupied. The overall occupancy of these spaces increased to about 65% by 6:00 p.m. By 9:00 p.m. approximately 70% of the curbside spaces along residential frontages were occupied.

PARKING (WEEKEND)

Weekend parking demand in the project vicinity is generated primarily by neighborhood residents and their guests, and by visitors of Buena Vista Park, north of the site. Surveys of curbside parking spaces were conducted at 4:00 p.m. on Sunday, August 15, and on Sunday, September 26, 1982 (see note /4/ on p. 35). On Sunday afternoon, August 15th, 15 out of 66 available parking spaces were occupied at the project site frontage on Buena Vista Ave. East just west of Park Hill Ave. (23% occupancy); this parking was attributable to visitors to nearby residences. Also counted were 13 vehicles parked in the 15 spaces available on the west (project) side of Park Hill Ave.; 10 vehicles were parked in the 16 spaces available on the east side (see Figure E-3, p. 135). The 130 curbside parking spaces along all residential frontages were at 90% occupancy. (This includes all street frontages that were surveyed except for the former St. Joseph's College of Nursing and Park Hill Ave. project frontages.)

The survey conducted at 4:00 p.m. on Sunday, September 26, 1982 found less use of curbside parking in the neighborhood. On the Buena Vista Ave. East frontage of the site, 2 out of 66 on-street spaces were occupied and on the Park Hill Ave. frontage about 18 spaces were occupied out of a total of 31 spaces. Of the 130 spaces along residential frontages, occupancy at 4:00 p.m. was about 75%, with about 100 spaces filled and 40 spaces vacant. As weekend curbside parking appears to occur directly in front of or

across from residences, it can be inferred that Buena Vista Park visitors are not a very significant part of the weekend parking demand in the immediate project area. On Sunday, August 15, 1982, occupancy of parking spaces along non-residential frontage on Buena Vista Ave. East (that is, immediately in front of the project site and the Nursing College site) was 25% and along the surveyed residential frontages occupancy was 60%. This comparatively low use of Buena Vista Ave. East occurred in spite of the proximity of Buena Vista Ave. East for parking by visitors to Buena Vista Park.



LEGEND

$$\frac{6}{40} = \frac{\text{Occupied Spaces}}{\text{Total Spaces}}$$

* Proper curbside spaces; does not include driveways or curbscuts

FIGURE E-1: On-Street Parking Supply and Occupancy
Weekday 6:00 P.M.



FIGURE E-2: On-Street Parking Supply and Occupancy
Weekday 9:00 P.M.

LEGEND

$\frac{6}{40} = \text{Occupied Spaces}$
 $\frac{40}{40} = \text{Total Spaces} *$

* Proper curbside spaces; does not include driveways or curbscuts

SOURCE: Environmental Science Associates, Inc.



LEGEND

6 = Occupied Spaces
 40 = Total Spaces *

* Proper curbside spaces; does not include driveways or curbscuts

FIGURE E-3: On-Street Parking Supply and Occupancy
 Sunday 4:00 P.M.

TABLE E-1: ACCIDENTS IN THE VICINITY OF THE PROPOSED PARK HILL PROJECT
(1977-81)

<u>Street</u>	<u>Section*</u>	<u>Number of Accidents</u>	<u>Accident Rate Per MVM**</u>
Buena Vista East	Buena Vista Terrace to Park Hill	5	20
Buena Vista East	Park Hill to Upper Terrace	17	20
Park Hill	Buena Vista East to Roosevelt Way	2	30 ***
Roosevelt Way	Buena Vista Terrace To Park Hill	5	10
Roosevelt Way	Park Hill to Museum Way	4	4
Roosevelt Way	Museum Way to Upper Terrace	0	-
Upper Terrace	Masonic Ave. to Buena Vista Ave. East	1	1 ***
15th Street	Roosevelt Way to Buena Vista Ave. East	0	-

* Refer to the map on p. 10

** Occurrences per million vehicle miles (MVM) on the segment.

*** Too few accidents occurred on this roadway segment for this rate to be statistically meaningful.

PARKING DEMAND STUDY

Information about parking demand at residential developments is available only on a very generalized level from standard traffic engineering reference documents. The Transportation and Traffic Engineering Handbook (Institute of Transportation Engineers, 1982) relies upon zoning and planning standards as a predictor of parking demand and cites the range of 0.3 to 2.0 spaces per dwelling unit for multi-family residential uses.^{/1/} The Planning Code (City and County of San Francisco), requires 1 space per dwelling unit for residential uses in the St. Joseph's Hospital area (it does not distinguish between single-family and multi-family).^{/2/}

Parking demand at residential developments is a function of several variables, foremost of which is auto ownership by residents. Proximity to transit lines and the amount of visitor travel are also variables in the demand function. Auto ownership can be related to family size and age, to number of family members employed outside of the home and, generally, to income levels. As very little is known about the future residents of the potential Park Hill Residential project, prediction of parking demand based on prediction of auto ownership of the potential residents would not be valid. Visitor parking demand is an almost intangible variable that cannot be reliably predicted based solely upon the published information available.

Parking demand, like other traffic engineering functions, can be based on empirical (measured) data. The procedure employed to compile a data base consists of identifying analogous sites, designing adequate survey techniques, making field surveys to collect data, and averaging the collected data into a statistical predictor of demand. Both the parking demand model and the trip generation model used in this EIR rely upon empirical data compiled using the above process. The two most important aspects of the procedure are to identify analogous sites and to design the field surveys to encompass all of the identifiable demand (both resident and guest) at each site.

In the case of the Park Hill Residential project, there are three items that can be used to identify analogous sites: unit mix (the number of bedrooms per unit), unit price, and proximity to transit. A study of 56 multi-family residential developments (both apartments and condominiums) in the San Francisco Bay Area and Sacramento Valley has been published by TJKM, Transportation Consultants./3/ The information in the study can be used as a reasonable indication of parking demand at multi-family residential uses in general. However, none of the survey locations in the study are in San Francisco, nor are any of the study sites located near transit service similar to the Muni.

To make a more precise estimate of parking demand from the Park Hill Residential project, a study was commissioned to identify parking demand (expressed in terms of spaces per unit) at multi-family residential developments in San Francisco that could be considered analogous to the Park Hill Residential project. A total of nine market-rate condominium complexes in San Francisco were evaluated as potential study sites by three transportation professionals./4/ The potential sites included: Opera Plaza, The Galleria, 101 Lombard, Golden Gateway, Victoria Mews, Lake Merced Village, The Grove, Telegraph Landing, and Diamond Heights Village.

The primary criteria used to evaluate the four sites were:

- Comparable location (including proximity to public transit service);
- Comparable total number of units and number of bedrooms per unit;
- Total number of units that would yield a statistically significant sample;
- Ability to distinguish and separate parking demand attributable to the study site from parking demand attributable to nearby residences and other uses; and
- Comparable selling prices.

As a result of the evaluation, it was decided that analysis of two comparable study sites (as opposed to one site) would provide the most reliable estimate of parking demand for the Park Hill Residential project. The two sites that were selected are Telegraph Landing, located at 150 Lombard St., and Diamond Heights Village, located at 115 Red Rock Way.

Opera Plaza, the Galleria, and 101 Lombard were eliminated as potential sites because, as of late October 1982, they were not sufficiently occupied to provide an adequate sample of residents' parking demand. The Golden Gateway complex did not provide a comparable location because it is situated in the core of the downtown financial district. Victoria Mews, located in the Potrero Hill neighborhood, contains condominiums and office space; this project was not selected because it is not possible to reliably separate parking demand of the office space or adjacent residences from parking demand of Victoria Mews' residents. Lake Merced Village was eliminated because of its suburban location. The Grove was considered a good comparison site because of its comparable location and mix of units. However, this 88-unit project was eliminated because a site containing less than about 100 units would not yield a statistically significant sample.

Telegraph Landing, containing 189 units, was found to be an adequate comparison site. It met all five selection criteria. The ability to separate demand from a nearby health facility, the Bay Club, and nighttime restaurant uses was of concern. However, it was determined that parking demand from these adjacent uses could be adequately separated from the parking demand associated with the Telegraph Landing project. The proximity of Telegraph Landing to uses in the downtown was thought to be a potential factor in the applicability of study data that might be collected at the complex. Since the level of transit service in the Telegraph Landing area was determined to be roughly equivalent to the transit available in the Park Hill area, the Telegraph Landing site was accepted as a survey site on the premise that the Telegraph Landing observations would not be used if the data proved to be completely dissimilar from the data collected at the other survey site.

Diamond Heights Village was also chosen as a suitable study site. Although not all of the units at Diamond Heights Village are owner-occupied, the size (396 units), location, and site layout of Diamond Heights Village made it an excellent choice.

Wilbur Smith and Associates (WSA) was selected to conduct the study at the two sites. WSA prepared a technical report on their findings which is on file with the Office of Environmental Review, 450 McAllister Street, Fifth Floor, San Francisco, CA. Following is a synopsis of the report and a discussion of how the results of that study were used in the EIR.

At each of the two study locations, WSA identified adjacent and nearby on-street parking that was used by residents and guests of each complex. Interviews were held with the Telegraph Landing Community Manager and a representative of the Diamond Heights Village property management firm, Hanford Freund and Company, to obtain specific information regarding the number and kind of units provided, parking supply and policies, number of occupied units, as well as general information and observations regarding local parking characteristics. This information was used to estimate the scope of the parking surveys to be performed. Field surveys were performed by WSA professionals and technicians at the two study sites on three separate nights, listed in Table E-2 below.

The time periods for the field surveys were selected to match the periods of peak parking demand from both residents and guests. During each of the surveys, the number of empty parking spaces in the off-street garages on each site were recorded as were the license numbers of vehicles parked on-street in the survey areas. The collected data was analyzed to determine total (resident and guest) parking demand and effective on-street demand. Effective on-street parking demand was derived by subtracting the total number of cars parked inside garages from the total observed parking demand, and thus includes both resident and guest parking.

Table E-3 shows the results of the parking surveys and shows the totals and averages for each complex. Total parking demand at Diamond Heights Villages ranged from 0.69 spaces per unit to 1.0 spaces per unit. The greatest total parking demand occurred consistently during the early morning survey. If it is assumed that guest parking occurred only during the evening, this indicates that the presence of guests' vehicles during the evening was outweighed by the absence of residents' vehicles during this same period. The effective on-street parking demand observed during the evening and mornings surveys were nearly equal.

At Telegraph Landing, the total observed parking demand ranged from 0.99 spaces per unit to 1.13 spaces per unit, with the greatest demand occurring during the evening surveys. The impact of guest parking (on a space per unit basis) was more dramatic at Telegraph Landing. The range of 0.30 to 0.48 spaces per unit of effective on-street demand probably reflects some parking not associated with Telegraph Landing.

TABLE E-2: PARKING SURVEY DATA COLLECTION TIMES

<u>Study Site</u>	<u>Date</u>	<u>Day of the Week</u>	<u>Time</u>	
Telegraph Landing	Nov. 19-20, 1982	Fri, Sat	9:30-10:30PM;	6:30-7:00AM
	Nov. 22-23, 1982	Mon, Tues	9:00-10:00PM;	12:01-1:00AM
	Nov. 30, 1982 -	Tues, Wed	6:30-8:30PM;	12:01-1:00AM
	Dec. 1, 1982			
Diamond Heights Village	Nov. 19-20, 1982	Fri, Sat	7:30-9:00PM;	5:30-6:30AM
	Nov. 22-23, 1982	Mon, Tues	8:00-9:00PM;	1:00-2:00AM
	Nov. 30, 1982-	Tues, Wed	9:30-11:00PM;	1:00-2:00AM
	Dec. 1, 1982			

SOURCE: Wilbur Smith and Associates

According to the traffic engineers conducting the study, the Telegraph Landing results may be considered conservative (i.e. greater than actual) because of the "outside" influence from nearby land uses which could not be completely separated out. A higher range of observed parking demand was evident at Telegraph Landing than at Diamond Heights Village. Diamond Heights is isolated from other (different) land uses, and thus the parking survey results were most likely not influenced by other uses, as the Telegraph Landing survey results may have been. The proximity of Telegraph Landing to downtown attractions did not appear to affect the parking demand for the complex as the observed rate is essentially equivalent to the rate observed at Diamond Heights Village. Thus the total parking demand rates (in spaces per unit) observed at both study locations would be applicable as predictors of demand at the Park Hill Residential Project.

On-street parking demand as calculated in these surveys, may not be entirely applicable to the Park Hill Residential Project as on-street demand is a close function of garage operation and the allocation of garage space to project residents or guests. If, for example, the spaces in an on-site garage are reserved for resident use only, then all visitors would have to park on-street. If residents are assigned one space per unit and the surplus

TABLE E-3: OBSERVED PARKING DEMAND AT DIAMOND HEIGHTS VILLAGE AND TELEGRAPH LANDING

		<u>Parking Demand</u>		<u>Total Demand</u>	<u>Effective</u>
		<u>Total Observed</u>	<u>Percent On-street</u>	<u>(Spaces Per Unit)</u>	<u>On-street Demand**</u>
					<u>(Spaces Per Unit)</u>
<u>Diamond Heights (396 units)</u>					
AM Surveys	11/20/82	396	25%	1.00	0.25
(12:01-1:00AM)	11/23/82	391	21%	0.99	0.20
	12/01/82	395	21%	1.00	0.21
	Average			0.99	0.22
PM Surveys	11/19/82	272	30%	0.69	0.21
(9:00-10:00PM)	11/22/82	316	25%	0.80	0.20
	11/30/82	360	22%	0.91	0.20
	Average			0.80	0.20
<u>Telegraph Landing (189 units)</u>					
AM Surveys	11/20/82	188	20%	0.99	0.22
(1:00-2:00AM)	11/23/82	197	21%	1.04	0.22
	12/01/82	199	22%	1.05	0.23
	Average			1.03	0.22
PM Surveys	11/19/82	202	35%	1.07	0.37
(8:00-9:00PM)	11/22/82	193	30%	1.02	0.30
	11/30/82	213	42%	1.13	0.48
	Average			1.07	0.38

*Total Demand is both on-street and off-street parking demand.

**Effective on-street demand (included in total demand) represents that fraction of the total demand observed to be parking on-street

SOURCE: Wilbur Smith and Associates

garage spaces are reserved for visitor use only, the on-street demand would consist of residents vehicles (for those units with more than one auto) and overflow guest vehicles. Conversely, if none of the garage spaces were assigned or reserved (i.e., open to both guests and residents), on-street parking might be expected to be less than would occur in the other two examples.

The average peak demand for the two complexes ranged from 0.99 spaces per unit to 1.07 spaces per unit. This range was used to estimate parking demand at the Park Hill Residential project. A similar estimate of parking demand was also made using the TJKM data from the 56 suburban locations. A range of demands has been analyzed rather than choosing a single demand averaging the San Francisco and suburban data. The San Francisco data has been assumed to represent the lower end of the parking demand range and the suburban data has been assumed to represent the upper end of the range. Parking demand from the Park Hill Residential project would, most likely, fall within the range analyzed.

NOTES - Appendix E - Parking Demand Study

/1/ Institute of Transportation Engineers, 1982, Transportation and Traffic Engineering Handbook, Table 21-1, p. 647.

/2/ City and County of San Francisco, 1979, Planning Code, Article 1.5, Sec. 151, Table 4, p. 60

/3/ A compilation of studies during 1978-82 of parking demand at 56 multi-family residential complexes was made by TJKM Transportation Consultants.

/4/ The persons involved in the selection were: Frederick C. Dock (registered traffic engineer, California certificate TR001129) of Environmental Science Associates, Inc., John Maunder of TJKM Transportation Consultants, and Linda Tiebloom of Wilbur Smith and Associates.

APPENDIX F: ENERGY (referenced on pp. 38 and 67)

California Administrative Code Title 24 (Energy Building Regulations for New Residential and Nonresidential Buildings) standards apply to all new construction initiated in California after July 1, 1978. Enacted at the state level to answer public concern over real energy shortages and rising energy prices, the law is enforced at the local level through the building permit required for all construction. Title 24 provides two methods of compliance: prescriptive and performance standards. Before a building permit can be issued, a licensed engineer must certify the building's compliance with Title 24. If local governments fail to enforce the Title 24 regulations properly, the State may, after proper notice, take enforcement action.

Section 31.26(e), Chapter 3, San Francisco City Administrative Code. The Code requires that the following information about the energy performance of a project be provided in each environmental impact report prepared by the City: connected electrical load, electricity and fossil fuel consumption, and building energy budget. A discussion of measures to mitigate energy consumption is also required.

Citizens' Energy Policy Advisory Committee (CEPAC). Pursuant to a resolution of the Board of Supervisors, the Citizens' Energy Policy Advisory Committee was appointed by the Mayor in 1981 to study energy-related problems and opportunities in the City, and to make recommendations concerning energy conservation for the entire city.

The second, and final, report of CEPAC contains recommendations for energy conservation for the residential, commercial, and industrial sectors, which account for about 95% of the conventional energy supplies consumed in San Francisco each year. Many of CEPAC's recommendations have been adopted by the City in the new Energy Element of the Comprehensive Plan.

Energy Element, San Francisco Comprehensive Plan. (June 3, 1982). This Plan contains policies to:

- assure reliable and affordable energy supplies in the City;
- improve the City's ability to respond to a fuel or power emergency;
- reduce building energy consumption;
- increase energy efficiency of transportation; and
- increase use of alternative energy technologies and renewable energy sources.

